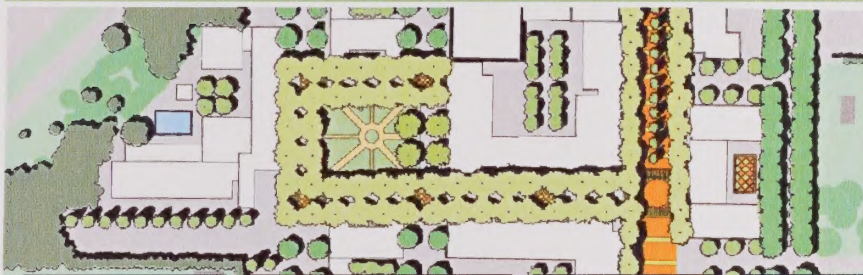


2004 0447
IGSL

The Boulevard Plan

Reinventing the Auburn Boulevard Corridor

City of Citrus Heights



1864 Sylvan School



1913 Lincoln Highway



1964 Interstate 80



1997 City Emergence



2025 Transformation



Concepts, Goals and Principles



Development Standards



Design Guidelines



Implementation

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Public Hearing Draft

SEP 13 2004

July 2004

UNIVERSITY OF CALIFORNIA

Foreword: A Perspective from 2025

From Past to Present

I first came to Citrus Heights from Washington State with my family back at the turn-of-the-century. My parents told us that we were moving to be closer to grandma who was getting older and lived in California because of the warm weather. Dad had always liked the idea of being his own boss, so he bought an auto supply shop on Auburn Boulevard and we moved into a three-bedroom ranch-style house two blocks from the store. My twelve-year-old sister Megan wasn't thrilled about telling her new friends at the Sylvan Middle School that her dad owned an auto parts store, but I was a coming-of-age fourteen-year-old boy and to me all things combustible were cool. It's kind of ironic that today, twenty-five years later, my wife drives the family car and I rely primarily on regional transit to visit clients in downtown Sacramento or I take my two girls on the Whisper Transport for the 30-minute trip to downtown Auburn to visit their aunt and uncle.



Residential and commercial uses have been designed to support our pedestrian experience on The Boulevard.



Foreword

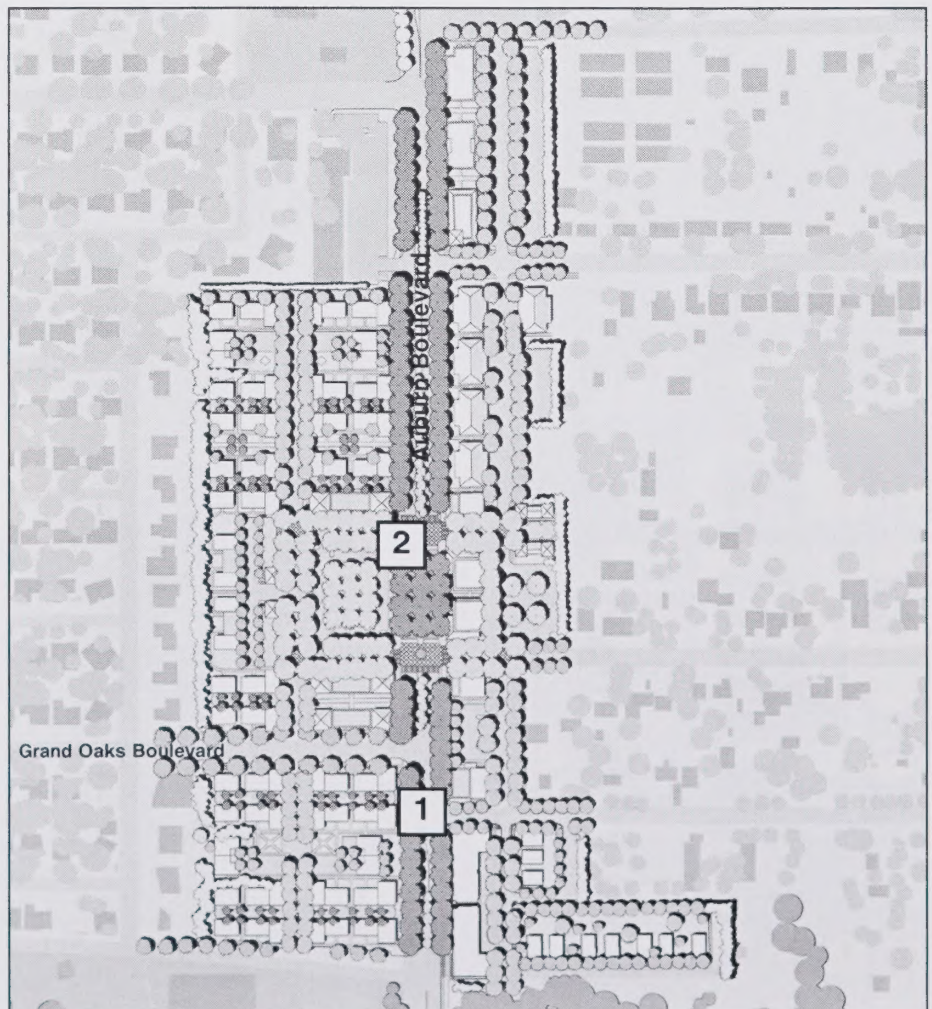


The Boulevard has new life. Even older buildings have been renovated and cleaned up. Our street trees make our neighborhood cooler and has really changed the look of the street.

Our Rusch Park neighborhood has been a new destination for the surrounding community. Our cluster of townhouses and pedestrian-oriented shopping provide a place to visit friends, sit and people watch, and get our laundry done.

Back in 2000, my mom worked as a teacher at Citrus Heights Elementary, and though I'm not sure how she felt about becoming the first-lady of an auto parts store, I do remember the interest she developed in learning about the Boulevard which she tried to instill in us as young residents, particularly, when it came time for the community to participate in the process of designing a plan for the Boulevard's future. I remember this as a long process of workshops and meetings held after hurried microwave dinners she would prepare for us before rushing off to City Hall. Looking back as an adult with my own vested interest in the community, I can see that it was a process designed to merge varied community interests into one shared vision, and it was a successful one as you can see by walking the Boulevard today. I wish she was able to see the results of her interests now twenty-five years later. I know she would be pleased.

Today, we are a community made up individuals and families of mixed socio-economic backgrounds, living in connected mixed-use neighborhood districts that have grown out of historic regional 19th century roads and 1950s suburbs. The sidewalk cafes, intimate shopping, and network of transit opportunities attract many of our regional neighbors. Yet, despite the regional traffic, the Boulevard remains Citrus Heights's most fluid and pedestrian-friendly street, which is especially important if you are car-less,



like I am on weekdays. Many local residents appreciate the alternative to auto-oriented living.

As a kid, I thought only old people and European capitals had histories, but my mom introduced me to the idea that Auburn Boulevard had a past like everything else in life. She told us how approximately 175 years ago, Auburn Road (as it was called then) cut through Sacramento County's Central Township (what is present day Citrus Heights) to connect Auburn and Sacramento. In the 1860s, Sylvan School and Sylvan Corners became the educational, civic, social, and religious center of this early settlement. Each morning, as I watch my two girls board school transit for the mile trip down the Boulevard to Sylvan Corners, I think about the generations of children who have had ties to the Boulevard. From the first motorists that traveled down the Lincoln Highway, to Megan and I, who tried to ride our bikes down a disconnected 4-lane road back in 2000, to my girls, who can walk or ride public transportation to move up and down a modern Boulevard of wide, well-lit sidewalks, with broad street trees and interconnected districts, Auburn Boulevard has continued to evolve in order to meet the changing needs of the community.

My favorite restaurant has a shady place to sit outside. I run into friends most weekends around our shopping street or at the swimming pool in the park.



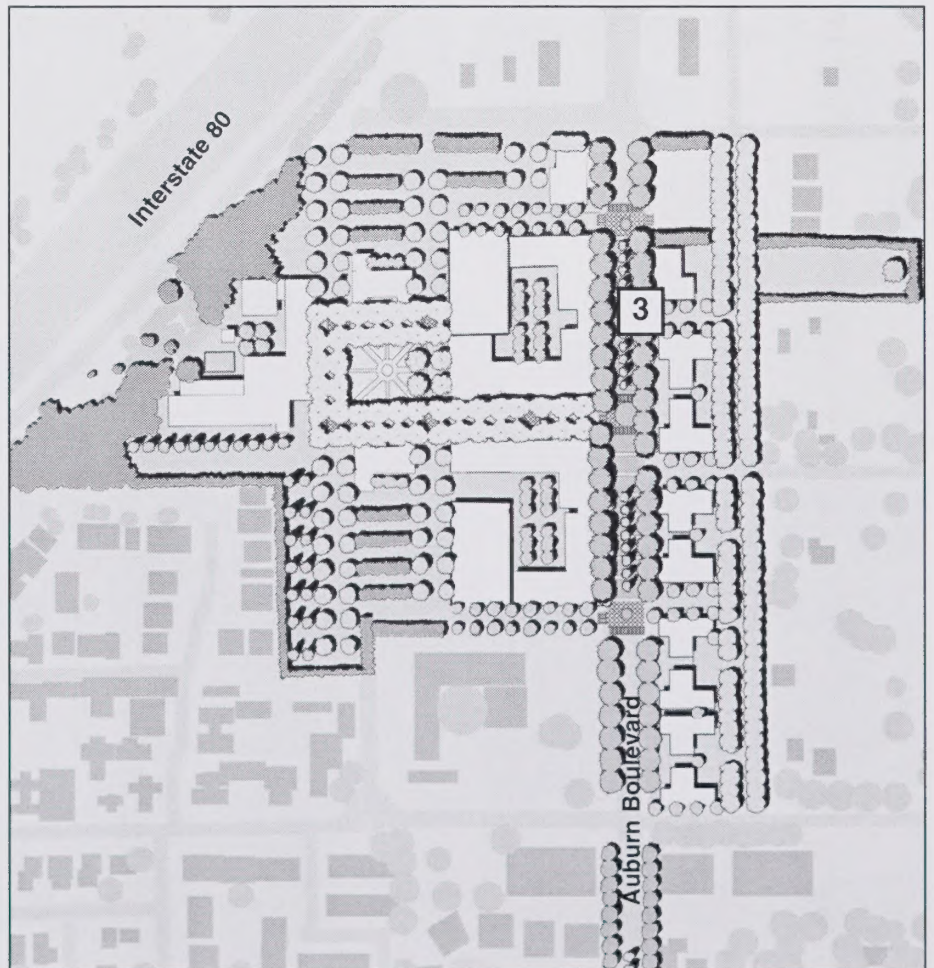
Foreword



The new hotel facing the park in the Gateway District has been an important addition to our business community. Its visibility from Interstate 80 has heightened the regional presence of Citrus Heights.

It took many years before Auburn Boulevard evolved into its present mix of pedestrian-friendly, commercial, and residential uses. During my childhood, in what is now called the Lincoln 40 District (in reference to the Boulevard's history as part of the historic Lincoln Highway, a.k.a. Highway 40), Auburn Boulevard consisted of a hodge-podge of strip commercial and tract homes. It is hard to tell today that the Boulevard of the late 20th century, with its middle "suicide lane," narrow and poorly lit sidewalks, and seemingly ubiquitous commercial signs, was once a difficult and sometimes dangerous place to drive or walk. Since sidewalks were narrow, irregular, uneven, and in some places nonexistent, tricycles, baby strollers, and wheelchairs were difficult to navigate along the Boulevard. The litter, unsightly overhead utility wires, lack of greenery, and cluster of commercial signs discouraged even the hardest pedestrians from walking down the Boulevard. Not only is the modern Boulevard more attractive with its tree-lined median and welcoming monument sign, but it is more functional with distinctive districts that connect to adjacent neighborhoods. Storefronts line the edges of the sidewalks and there are places to sit and people watch.

The Gateway District has become a regionally celebrated example of how collocating businesses, housing and transit can result in a competitive and livable neighborhood.



A Boulevard of Districts

With the help of the community's vision established through The Boulevard Plan: Reinventing the Auburn Boulevard Corridor, the 1.75 mile Boulevard has evolved into four distinctive districts that have been designed to integrate surrounding residential neighborhoods. Starting at the north is the Gateway District, a mixed-use commercial center that provides a hub of commercial activity. The District includes a wide range of uses, including groundfloor retail shops with apartments on top, townhomes, and professional office buildings surrounding a hotel. On Wednesdays, I like to walk over to the concert in the park and join about a hundred of the area's 2,000 employees enjoying the shade and refreshments. It is a distinct contrast to the auto-oriented neighboring communities of Roseville and Rocklin, where residents have no choice but to get in their cars and drive.

As you travel south down the Boulevard, the storefronts draw in pedestrians with sidewalk cafes and public seating areas. This is known as the Rusch Park Village Center, an area my wife fell in love with after we first were married and where we now live with our two girls. Living in a traditional pedestrian storefront district was an important part of the vision developed by my mom and other community members of that era. The storefronts and the

New mixed-use projects have transformed the entry experience for Citrus Heights. Shops and apartments have created a high quality gateway to the city and a destination for area residents.





Sylvan Corners has become a fun restaurant district and safer place to walk for students since the streets were improved and sidewalks added.

commercial buildings blend well with adjacent condos and live/work lofts. Our three-bedroom condominium faces a mixed-use street of shops and live-work buildings. I have just a one block walk to my favorite cafe, and, when the girls arrive from school and band practice, we walk a block to Rusch Park where they share with me their day's adventures and play with other neighborhood kids. My neighbors live in two-story townhomes and share a quiet courtyard. Over 650 people live in our 30-acre neighborhood center, some in apartments, some in townhouses, and some in live-work units. The adjacent neighborhoods have adopted our little main street-scale, commercial district, including a conveniently-located grocery store. There is always a line in front of the cafe on Saturday mornings. Both my wife and I wouldn't want to live anywhere else.

South of the Rusch Park Village District is the Lincoln 40 District where my Dad's auto parts store was until he retired in 2018. The Boulevard that once specialized in auto products now hosts an eclectic selection of shops in themed commercial district reminiscent of its long history as a regional thoroughfare. In the 1950s there were drive-in restaurants and a variety of combustion-engine businesses like car repair, motorcycle sales, and gasoline-powered lawn mowers. Since then, some of the characteristics of the Boulevard have changed, but the district still has many of the same type of small auto-oriented, owner-occupied stores.

At the south end, the Sylvan Corners Village Square District still plays an important role as an institutional cornerstone and commercial center. With the revitalization efforts of the City 22 years ago, Sylvan Corners has been reborn as one of Citrus Heights's most important civic and social focal points. There is a great synergy between the restaurants in the neighborhood and the new middle school and auditorium.

How We Got Here

The transformation of Auburn Boulevard was the result of Citrus Heights's central location in the region and vision of the community leaders. Seizing the opportunity to reinvent the Boulevard, the City adopted The Boulevard Plan: Reinventing the Auburn Boulevard Corridor, which called for mixed use developments in an urbanizing environment and was designed to anticipate the change in land uses and the community insistence on quality reinvestment. The Boulevard embodied the civic vision of interconnected neighborhoods; walkable safe streets; and a variety of civic, commercial, and social centers. Most of all, the City ensured that every project made a contribution to the vision of the community and the Boulevard. The results have been popular. There are more jobs, more homes, and better-defined neighborhoods. Today nearly 1,400 Citrus Heights residents have an Auburn Boulevard address and thousands more enjoy the advantages of living within walking distance of social and convenient neighborhood storefront commercial centers.

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SECTION ONE: Introduction

***The Boulevard Plan* creates a vision of a dynamic and livable Citrus Heights community. The Plan repositions the Boulevard as a set of connected districts that are becoming increasingly central to the Sacramento region. The Plan is a result of nearly two years of community input and consideration and is intended to further the goals and policies of Citrus Heights' General Plan, which are to create a walkable, lively, and prosperous city.**

1.1 Purpose

The City of Citrus Heights has prepared *The Boulevard Plan* to guide the revitalization and enhancement of Auburn Boulevard between Sylvan Corners and Interstate 80. This 1.75-mile stretch of Auburn Boulevard was once part of historic State Highway 40, which carried traffic between Sacramento and Auburn. Today, the Boulevard is a five-lane arterial road with a mix of single family and multi-family homes; retail, office, and service commercial uses; several industrial uses; and park, civic, and institutional facilities.

The City of Citrus Heights is adopting *The Boulevard Plan* as a specific plan under the authority of State Planning Law to redefine the role of Auburn Boulevard within the context of the city and the region. Authorized by State Planning Law, a specific plan is a tool for the systematic implementation of the general plan. For a defined area of the community, it creates a bridge between the policies of the general plan and individual development proposals.

1.2 Regional Context

Over the past 30 years, Citrus Heights has evolved from a relatively small community of approximately 30,000 people (in 1970) on the periphery of the Sacramento Metropolitan Area to a urbanizing community of approximately 90,000 people in the center of the expanding Sacramento Metropolitan Area. Citrus Heights and Auburn Boulevard are now surrounded by major employment centers, such as Folsom and Roseville, and major shopping areas. The stretch of I-80 at its intersection with Auburn Boulevard is one of the most heavily traveled commuter corridors in the region.

Population in the six-county Sacramento Metropolitan Area is expected to grow by almost a million people, an increase of about 50 percent, between 2000 and 2025. Sacramento County is expected to have a more modest



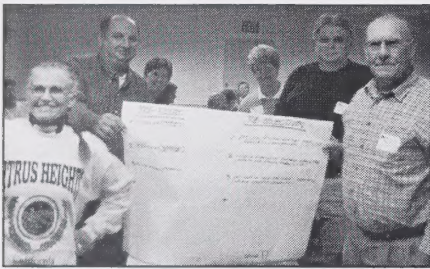
*Above:
Auburn Boulevard is part of the historic Lincoln Highway which was the first cross-county road. Over the years, the road has undergone generations of auto-oriented investment resulting in a hodge-podge image. The Boulevard Plan fulfills a community vision of friendly and definable neighborhoods and districts.*

Introduction

gain of approximately 475,000 (39 percent increase), while Placer County will experience a relatively high increase of 75 percent. During the same period, employment is expected to increase by about half a million, a 60 percent increase. This job growth is expected primarily in downtown Sacramento, South Placer County (Roseville and Rocklin), and the U.S. 50 Corridor (West Sacramento, Rancho Cordova, and Folsom/West El Dorado County), which all lie within a 20-mile radius of Auburn Boulevard.

1.3 Plan Boundary and Districts

The Boulevard Plan encompasses the Auburn Boulevard corridor between the Citrus Heights city limits on the north and Sylvan Corners on the south and extending roughly one quarter mile east and west of Auburn Boulevard, an area which totals approximately 460 acres. The Plan, however, focuses primarily on the parcels and commercial and residential uses (encompassing 112 acres) that front on Auburn Boulevard.



Above:
Over 100 people attended community workshops in preparation of the Plan. They helped identify issues, objectives and concepts that are included in *The Boulevard Plan*.

Right:
Citrus Heights is becoming increasingly central to the growing Sacramento region. This SACOG map shows the pattern of population growth projection for 2025 and 2050.

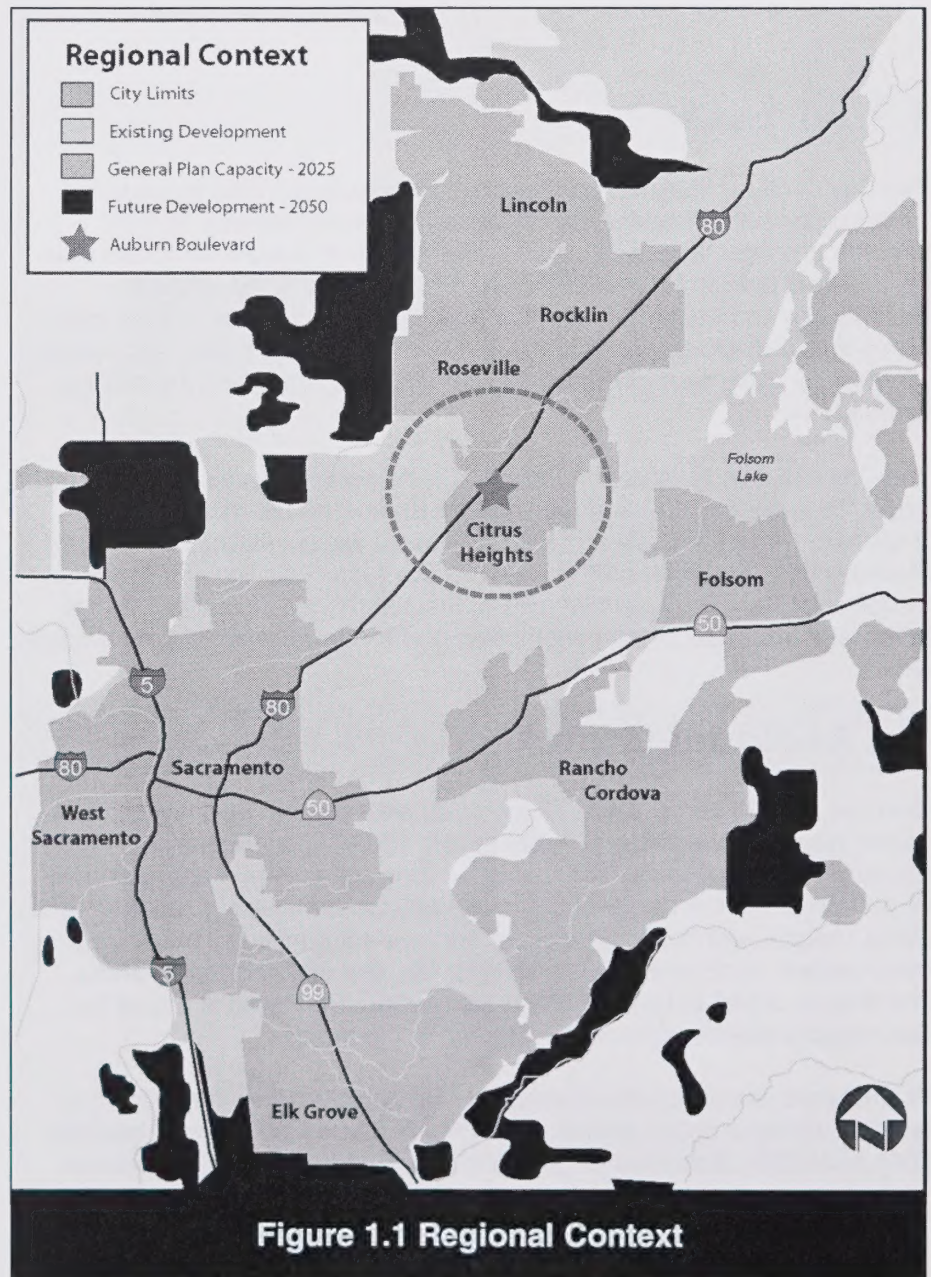


Figure 1.1 Regional Context

The Boulevard Plan divides the Auburn Boulevard corridor into four districts: the Gateway District; the Rusch Park District; the Lincoln 40 District; and the Sylvan Corners Village Square District (see Figure 1.2). Each of these districts has distinctive land uses, design, and circulation roles to play. Within the Gateway District and the Rusch Park District are two subdistricts – the Gateway Commercial Center and the Rusch Park Village Center. The following describes the boundaries and key emphasis of each of the four districts.

Gateway District

The Gateway District is the northernmost district that starts at the Placer County line/Roseville city limits and extends south to Sandalwood Drive and Oak Grove Avenue. The Gateway Commercial Center includes all of the properties in the Gateway District north of Auburn Oaks Court and Twin Oaks Avenue. It will be transformed into a residential mixed-use and commercial center with regional employment opportunities. The District will be visible from Interstate 80 and accessible by transit access via an enhanced transit center. A hotel site along the freeway is planned and a town square is the central organizing feature.

Rusch Park District

The Rusch Park District abuts the Gateway District boundary on the north and extends south to Rusch Park at Antelope Road and Cripple Creek. The Rusch Park Village Center includes all the parcels fronting Auburn Boulevard between the northern property line of Rusch Park and Cripple Creek and Walnut Drive. The Rusch Park District is to be a distinctive, residential mixed-use district connected to Rusch Park by a walkable main street. The district is to connect to adjacent neighborhoods providing a social and economic center.

Lincoln 40 District

The Lincoln 40 District northern edge abuts the Rusch Park District and extends south to the northern edge of the Sylvan Middle School and Maple Avenue. The Lincoln 40 District is a small-lot commercial area that has traditionally provided auto-oriented services that reflect Auburn Boulevard's highway-era economy. This area will continue to provide an opportunity for small businesses but will have a greater variety of commercial uses and be better coordinated in terms of parking and pedestrian connections.

Sylvan Corners Village Square District

The Sylvan Corners Village Square District extends south from the Lincoln 40 District boundary past Auburn Boulevard and Old Auburn Boulevard roughly four parcels south along Sylvan Road. The Sylvan Corners Village Square District is the first district along Auburn Boulevard to begin the revitalization process. The City of Citrus Heights City Council adopted the Sylvan Corners Redevelopment Concept Plan in August 2001. *The Boulevard Plan* incorporates the concepts and strategies contained in the Redevelopment Concept Plan, which envisions a "village square" focus for the intersection that connects businesses and institutional uses.



Above:
Auburn Boulevard has been an important part of the community for over 100 years. Schools and community facilities serving the community are located on the Boulevard. Sylvan Middle School and Rusch Park are pictured above.

1.4 Process

Preparing *The Boulevard Plan* was a collaborative effort of the City of Citrus Heights and its Consultants, business and property owners, neighboring

Introduction

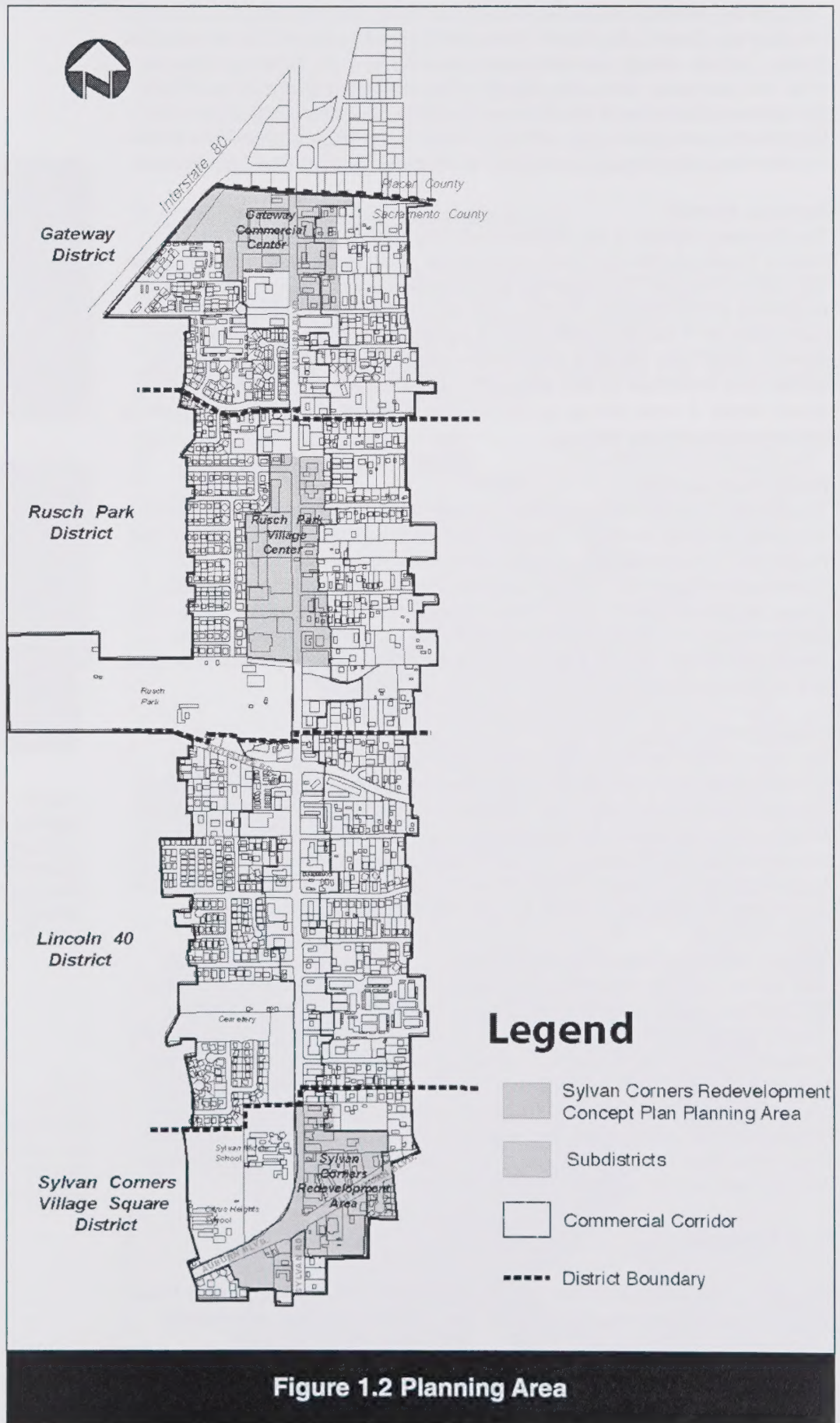


Figure 1.2 Planning Area

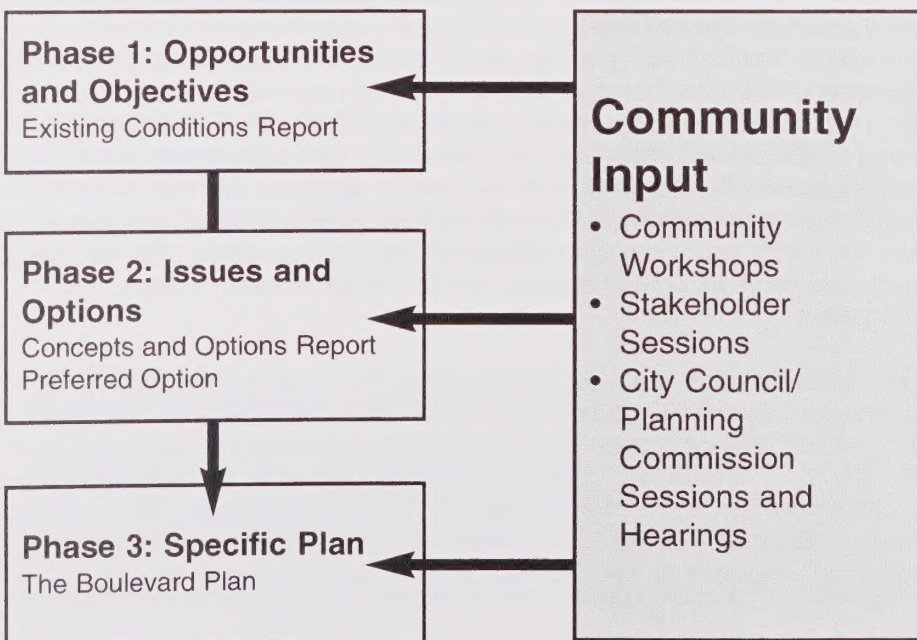
homeowners and renters, and the larger community. This process was carried out in three major phases: the Opportunities and Objectives Phase, during which the City collected data on existing conditions along the Auburn Boulevard Corridor; the Options Phase, in which the City evaluated three potential development scenarios through a Concepts and Options Report; and the Specific Plan Phase, during which the City produced and adopted *The Boulevard Plan* -- the specific plan for Auburn Boulevard.

Community Outreach

To solicit the views of the community and Auburn Boulevard stakeholders, the City of Citrus Heights convened an extensive series of meetings throughout the planning process leading to adoption of this Plan. These meetings included four Community Workshops, five Stakeholders Workshops, and four Joint City Council/Planning Commission Study Sessions. City Staff and the Consultants met with local property owners to address their concerns regarding potential changes to their land and surrounding properties. The City and Consultants also met with local land development and building professionals to solicit their views on the physical, market, and financial feasibility of various conceptual development programs based on the Concepts and Options Report. The City Council and Planning Commission conducted formal public hearings leading up to the adoption of the Plan on **Month, Date, 2004**.

1.5 Relationship with Other Policy Documents and City Actions

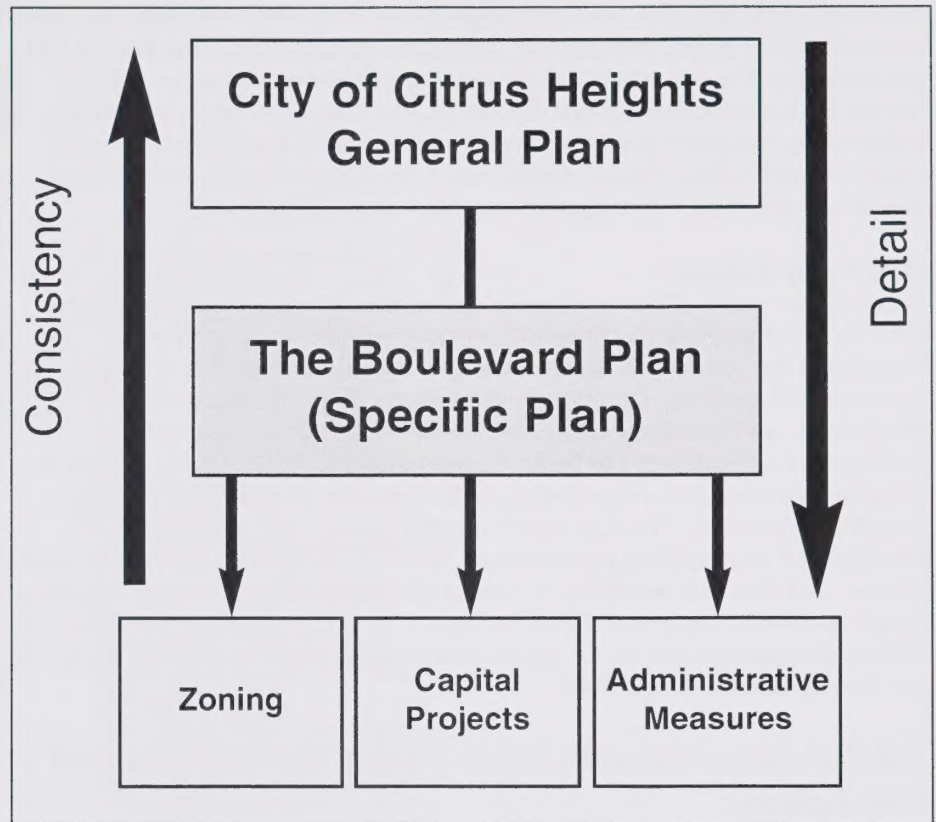
The Boulevard Plan is both a policy tool and a regulatory tool designed to implement the General Plan. By law, this Specific Plan must be consistent with the Citrus Heights General Plan. In turn, zoning, all City development approvals, all public works projects, and all Redevelopment Agency programs and actions must by law be consistent with this Specific Plan as well as the General Plan.



Above:
Area residents, property owners, and business owners participated in workshops and as members of a stakeholders group to shape and review the planning concepts in the process.

Left:
The three-phase planning process was included community input at three levels. This included community workshops; stakeholder workshops with a group of business, property, and community members; and study sessions with the City Council and Planning Commission.

*Right:
The Boulevard Plan furthers the policies in the Citrus Heights General Plan and provides added detail in terms of regulations, public and private investment, and administrative activities that support implementation and management of the districts.*



1.6 Organization of this Plan

The Boulevard Plan is organized into five sections. The first section, the Introduction, sets the context for the policies of the Plan, and explains how the plan was prepared and how it relates to other policy documents and City actions. The second section, Concepts, Goals, and Principles, establishes the Plan's formal policy through a set of goals and principles for land use, circulation, and community design and presents, in diagrammatic form, key concepts in the plan. The third section, Development Standards, presents the more specific quantified guidance for public and private development along the Boulevard. The fourth section, Design Guidelines, provides qualitative guidance for change and transformation along the corridor, focusing on each of the four districts. The fifth section, Implementation, describes how the Plan's policy and guidelines are to be put into action. This section discusses implementation partners, specific implementation actions, and financing.

The Plan concludes with a set of appendices that include the following: a summary of community participation/input (Appendix 1), an expanded summary of key findings (Appendix 2), specific plan statutory requirements (Appendix 3), development program summary (Appendix 4), and roadway improvement cost estimates (Appendix 5), conceptual access control and median treatment (Appendix 6), a public and private improvement financing summary (Appendix 7), and a project review flow chart (Appendix 8).

SECTION TWO: Concepts, Goals, and Principles

Section Two presents concepts, goals, and principles that frame a new vision for Auburn Boulevard – a vision of connected districts fronted by tree-lined streetscapes and visually-appealing buildings. The Boulevard Plan imagines a series of existing and new places. This section provides the policy framework that is the basis for standards, guidelines, and actions required to implement the community's vision for Auburn Boulevard.

2.1 Concepts, Goals and Principles Introduction

Section 2 provides the structure for *The Boulevard Plan*. It gives policy-level direction for detailed planning and implementation activities.

2.1.1 Auburn Boulevard's Planning Elements

Section Two includes concepts, goals, and principles organized according to four categories:

- 2.2 Land Use
- 2.3 Circulation
- 2.4 Community Design
- 2.5 Streetscape Design

Each of the four categories includes text and a diagram that lay out the overall concepts for the Auburn Boulevard corridor, focusing on the four districts. The goals and principles for each of the categories set out the overarching policy direction for the future of Auburn Boulevard corridor.

2.1.2 Concepts, Goals and Principles Purpose

Section 2 provides the basic rationale and policy framework for *The Boulevard Plan*. The concepts derive from the objectives established by the community and stakeholders in workshops and meetings. They inform the standards and guidelines in Sections 3 and 4.



Above:
The Boulevard Plan provides interwoven land use, circulation and design concepts that are to result in the creation of new places that reflect Citrus Height's new position as a central place in the region.

Concept: A concept is an organizational idea.

Goal: A goal is a general direction-setter. It is an ideal future end related to public health, safety, or general welfare. A goal is a general expression of community values and, therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time-dependent.

Principle: A principle is an assumption, fundamental rule, or doctrine guiding-tenet.

Right:
Figure 2.1 identifies parcels in the commercial corridor where the focus of the City's revitalization efforts will occur; major opportunity areas (e.g., Rusch Park Village Center and Gateway Commercial Center), constrained land, and land that will change less dramatically within the next 25 years (e.g., Rusch Park, the cemetery, the elementary and middle schools). Key land use concepts for each district are located on the figure.

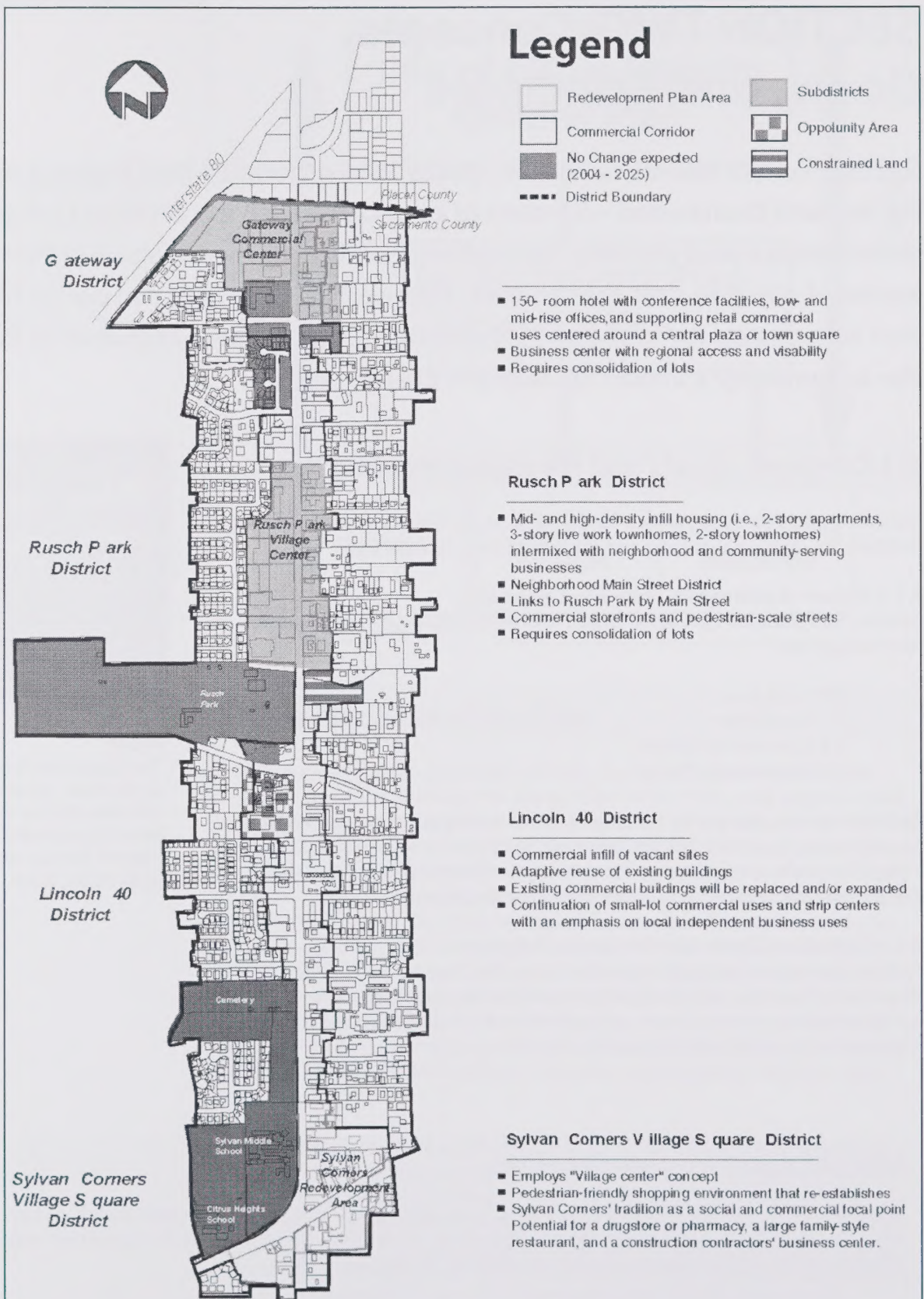


Figure 2.1 Land Use Concept

2.2 Land Use

2.2.1 Land Use Concepts

Figure 2.1 shows land use concepts for the Auburn Boulevard corridor. The figure identifies areas that can become catalysts for attracting additional investment to the Boulevard. The diagram is supported by concept, goal, and principle statements.

Gateway District

The Gateway District is planned to become a business center and vertical mixed-use development with regional access and visibility. It will add jobs and tax base to the community while transforming the image of Citrus Heights. The Gateway Commercial Center will have a 100 to 150-room hotel and mid-rise offices organized around a central plaza or town square. Retail commercial buildings, townhomes, and residential mixed-use buildings will line both the east and west sides of Auburn Boulevard.

Rusch Park District

The land use concepts for the Rusch Park District emphasize creating a neighborhood main street district. Using townhouses, live-work units, commercial storefronts, and pedestrian-scale streets, the Plan links a main street to Rusch Park that is also visible from Auburn Boulevard. Residential uses are prominent in the Rusch Park Village Center. Townhouses and apartments are located on both the east and west sides of the Boulevard. Commercial uses frame side streets with storefronts and line the edges of a parking plaza and main street. Live-work units also face Main Street and Auburn Boulevard adding an active residential dimension to the streets.

Lincoln 40 District

The Lincoln 40 District will continue to have small-lot commercial uses and strip centers with an emphasis on local and regional specialty independent businesses. The majority of the existing commercial buildings (especially the older buildings and underutilized parcels) will be renovated and all existing vacant parcels will have infill commercial development. Some of the existing commercial buildings will be replaced and/or expanded.

Sylvan Corners Village Square

The Sylvan Corners Redevelopment Concept Plan creates a “village center” by employing a variety of design and economic development features. Each element contributes to the area’s identity and function. The result will be a pedestrian-friendly shopping environment that re-establishes Sylvan Corners’ tradition as a social and commercial focal point.

2.2.2 Goal and Principles

LU Goal – To create a boulevard of vibrant districts and neighborhood centers that serve the commercial and social needs of the surrounding neighborhoods, the community of Citrus Heights, and the region.

Overall Land Use Principles

LUP 1. Distinctive Districts

Organize the future development of the Auburn Boulevard corridor within a framework of four distinctive districts: Gateway District, Rusch Park District,



Above:

The Grand Oaks center was developed in 1958. The land use concepts envision redevelopment of this site into a mixed-use area with townhouses, apartments, and shops. It is to become a destination for surrounding neighborhoods while creating an infill housing opportunity along a transit corridor.

Concepts, Goals and Principles

Lincoln 40 District, and Sylvan Corners Village Square District.

LUP 2. Neighborhood Centers

Develop village and commercial centers that provide social, commercial, and residential focal points for adjacent neighborhoods.

LUP 3. District Implementation

Approve and carry out each private and public project to further the unique standards and guidelines for each district.

LUP 4. Gateway District: New Regional Address

Create a flagship business address for the Boulevard that is recognized around the region as a central and accessible place for convening, working, shopping, and living.

LUP 5. Rusch Park District: New Social and Economic Center

Create a mixed-use, transit-oriented village center in the Rusch Park District that provides a variety of housing types, neighborhood commercial services, pleasant walkable streets, and small gathering places that are connected to Rusch Park and adjacent residential neighborhoods.

LUP 6. Lincoln 40 District: Reinventing Highway Commercial

Reinforce business opportunities for smaller parcels and related land use.

LUP 7. Sylvan Corners Village Square: Reestablishing a Civic and Social Focal Point

Reestablish Sylvan Corners as a distinctive focal point of civic, social, and commercial activities.

LUP 8. Auburn Boulevard as a Destination

Develop vibrant commercial, recreational, and civic places that will make Auburn Boulevard a destination.

LUP 9. Infill Housing

Integrate infill housing into Auburn Boulevard's commercial frontage and adjacent neighborhoods.

LUP 10. Long-Term Vision

Ensure that existing uses are not displaced in the near term by City planning or regulatory activities, but require that new uses be more reflective of the City's long-term vision for the Boulevard.

LUP 11. Connected Districts and Neighborhood Centers

Design all new development to provide strong functional links among the Boulevard's districts and neighborhood centers, to adjacent neighborhoods, and to the community of Citrus Heights and the region.

LUP 12. Flexibility in Capturing Market Opportunities

Maintain flexibility in pursuing projects and responding to evolving market conditions.

LUP 13. Variety and Quality of Open Space

As part of new development and redevelopment of existing sites, establish an interconnected system that binds the community together through a hier-



*Above:
The Gateway District will be anchored
by the redevelopment of the commer-
cial property along I-80. It is to be
transformed into a business address
organized around an urban park.*

archy of open spaces, including community parks, village plazas, wide pedestrian-oriented sidewalks, and other types of public and private spaces.

LUP 14. Lot Consolidation

Consolidate lots where necessary or appropriate to facilitate efficient redevelopment of property.

2.3 Circulation

2.3.1 Circulation Concepts

Figure 2.2 shows the major circulation concepts for the Auburn Boulevard corridor, including the location of permitted turning movements, enhanced transit stops, existing and future traffic signals for both automobiles and pedestrians, potential roadway realignments, parcels that would likely generate considerable pedestrian activity, and private streets. Figure 2.3 addresses the broader circulation context by showing the connectivity of the Boulevard to Interstate 80, major thoroughfares, and local school sites. The following summarizes the circulation concepts for the four districts.

Gateway District

The Gateway District is uniquely positioned to take advantage of excellent regional access from Interstate 80, a regional and local bus transfer stop and Auburn Boulevard transit. The pedestrian connections between the regional transfer stop and the mixed-use buildings, townhomes, and commercial area are an important feature of the plan. Auburn Boulevard, its side streets, and new internal streets will have pedestrian amenities and features. It will be a pedestrian-oriented district with good transit and regional access. To enhance pedestrian and motorist safety, Auburn Boulevard will have a median and turning lanes that limit left hand turns to principal intersections. Existing and future commercial development will have consolidated driveways and improved pedestrian facilities and landscaping.

Rusch Park District

The Rusch Park District will be one of Auburn Boulevard's primary transit centers and pedestrian destinations. It will have bike lanes, enhanced transit facilities and streetscape features, wide sidewalks, storefronts, and residential edges that enhance pedestrian connections to surrounding neighborhoods. An enhanced transit stop at the southwest end of the district will provide access to neighborhoods, the Village main street, and the park. Antelope Road, which is located in the center of the Planning Area, provides a western connection to Interstate 80.

Lincoln 40 District

The Lincoln 40 District will include cross-lot driveway access where it is possible to link parcels. This is to reduce the impact of driveways on pedestrian walkways, improve automobile safety, and increase the number of parking spaces. A landscaped median will direct left turns and access to consolidated driveways and connections.

Sylvan Corners Village Square District

The City made roadway improvements in the Sylvan Corners Village Square District following the adoption of the Sylvan Corners Roadway and Intersection Improvement Plan. The roadway improvement project widened



Above:

Auburn Boulevard will transform from an automobile dominated boulevard into a multi-modal corridor with bicycle, pedestrian, and transit-friendly features.

Concepts, Goals and Principles

Right:
This diagram shows
the features of Auburn
Boulevard's overall
transportation concep-
ts. It shows
enhanced transit
stops, new traffic sig-
nals, street align-
ments, and the loca-
tion of pedestrian des-
tininations.

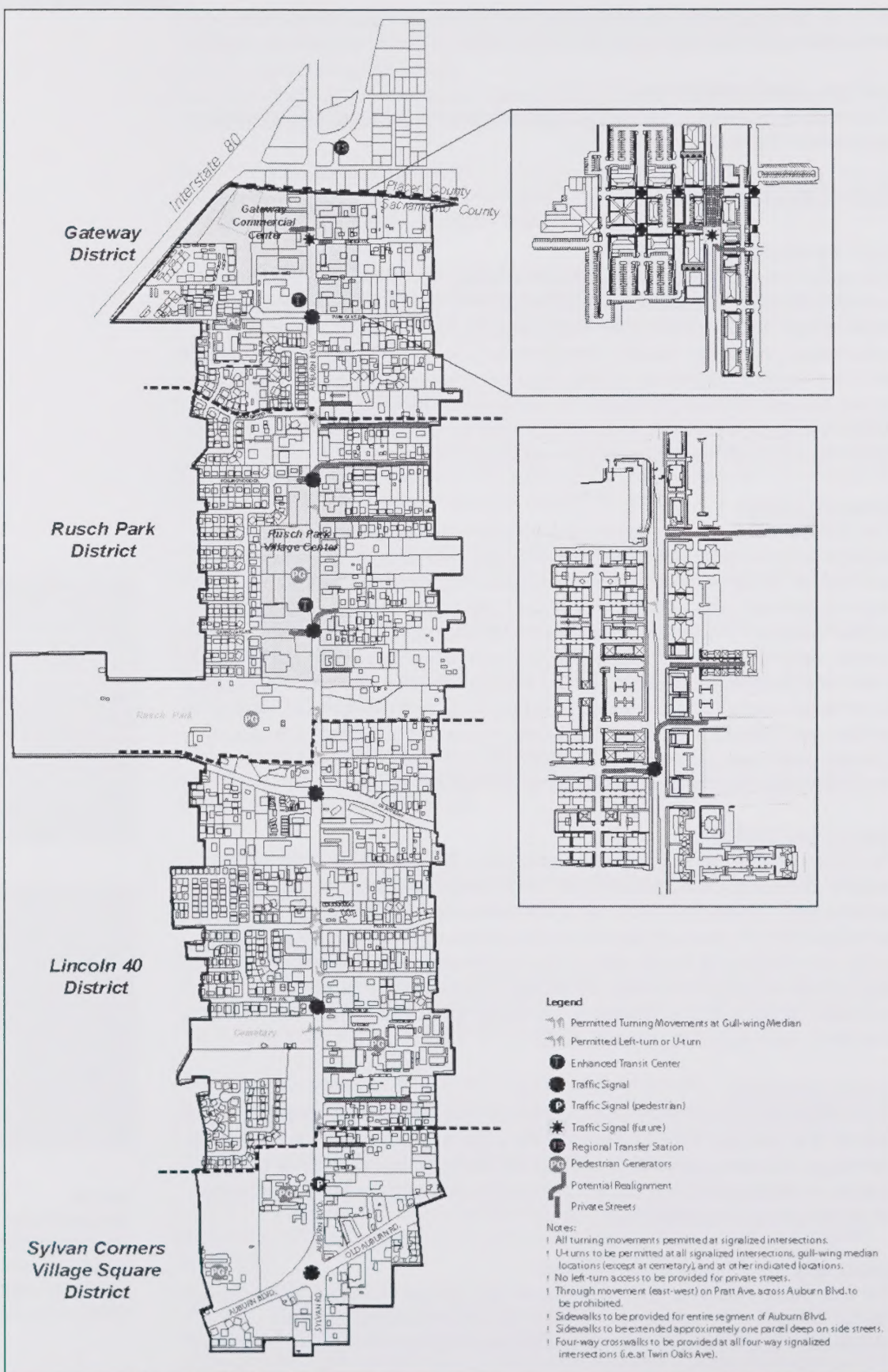


Figure 2.2 Circulation Concepts

and added turning lanes to the Auburn Boulevard/Sylvan Road intersection. The widening required acquisition of right-of-way and relocation of existing driveways. The sidewalks are wider and include a planting strip edge to increase separation between traffic and pedestrians. Sylvan Corners Village Square's crosswalks are enhanced with special paving treatment. In addition, the design of the Village Square provides an overall calming effect on traffic.

2.3.2 Circulation Goal and Principles

CIRC Goal 1 – To create an attractive, safe, efficient, well-connected corridor for pedestrians, bicyclists, automobiles, and transit that emphasizes the local service role of Auburn Boulevard over its function for regional access.

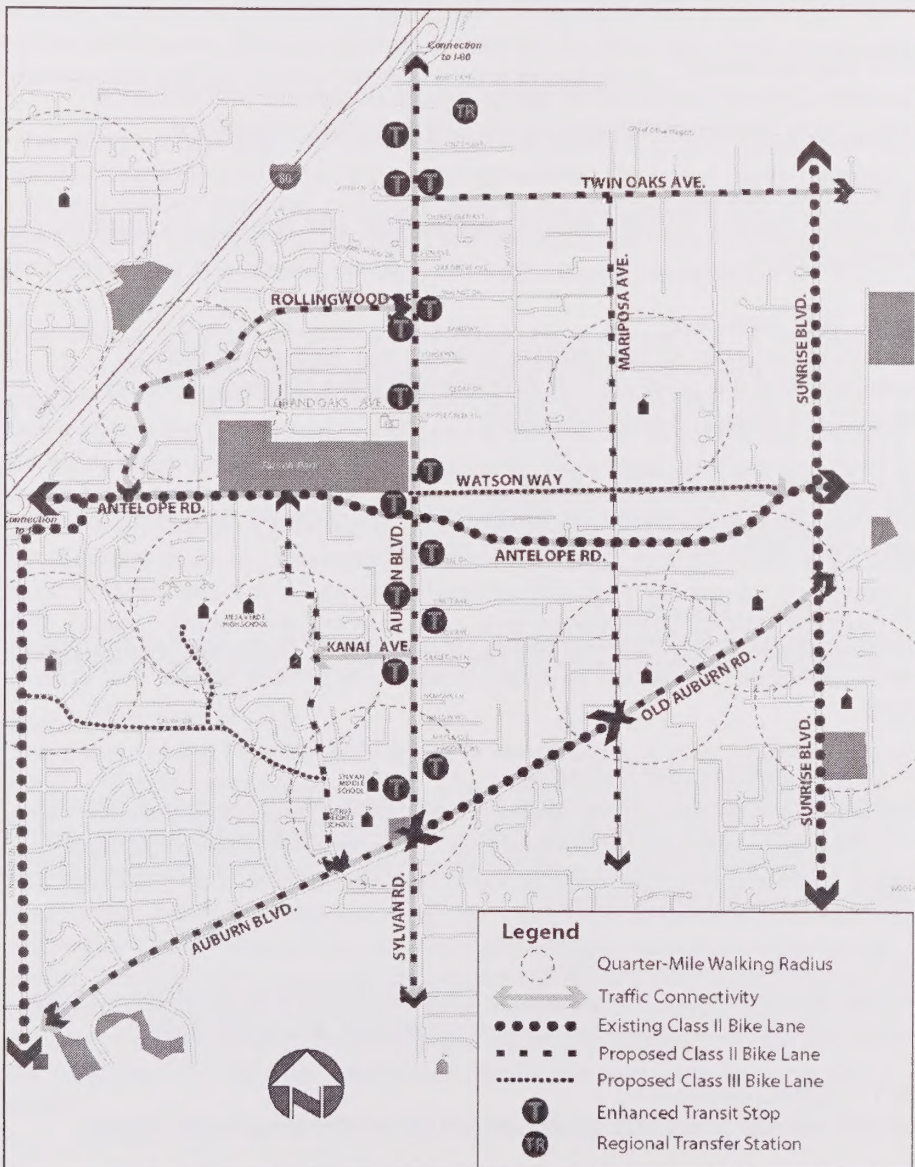


Figure 2.3 Circulation Context



Above:
These photos show two different existing edge conditions along Auburn Boulevard. The street design concepts intend to make the walking environment more like the lower photo.

Left:
This diagram shows the transportation context for the planning area. It indicates connector streets, location of schools, and bike lanes.

Concepts, Goals and Principles

Overall Circulation Principles

CP 1. Pedestrian Priority

Give pedestrian access and comfort priority in site planning and roadway design.

CP 2. Pedestrian Comfort

Provide wide, well-lit, and well-shaded sidewalks that encourage daytime and nighttime use.

CP 3. Pedestrian/Automobile Buffer

Wherever possible, develop landscaped strips between sidewalks and the Boulevard to buffer pedestrians from vehicular traffic.

CP 4. Pedestrian Connections to Surrounding Neighborhoods

Create inviting pedestrian connections (through sidewalk improvements, additional landscaping, and street trees) and commercial uses that draw people from surrounding neighborhoods to the Boulevard.

CP 5. Bicycle Access

Establish Class II bicycle lanes along Auburn Boulevard and enhance access from residential streets connecting to Auburn Boulevard.

CP 6. Transit Access

Enhance access to transit through street design and related site planning on private property.

CP 7. Bus Turn Outs

Install bus turn outs and/or shelters at every bus stop along Auburn Boulevard with the configuration determined by the General Services Department based on site constraints.

CP 8. Remove Center Turn Lanes

Enhance driver and pedestrian safety by replacing center turn lanes or "suicide lanes" with medians and left turn pockets.

CP 9. Left Turn Movements

Enhance driver and pedestrian safety by giving priority for left turning movements off Auburn Boulevard to public streets over private streets and driveways.

CP 10. Intersection Realignment

Realign and signalize intersections that are offset and pose safety hazards, such as Grand Oaks and Cripple Creek Road, Rollingwood Boulevard and Walnut Drive, Kanai Avenue and Carleton Lane, and Linden Avenue and the entrance to the K-Mart property.

CP 11. Driveway Consolidation

Consolidate driveways along Auburn Boulevard where appropriate and promote side street driveways to improve pedestrian and traffic safety.

CP 12. Speed Reduction

Reduce speeds along Auburn Boulevard by coordinating traffic signals.



Above:
These photographs show some of the charming residential neighborhoods adjacent to Auburn Boulevard. The traditional residential and commercial buildings near Sylvan Corners (top) and the quiet rural residential lane (bottom) are vestiges of Citrus Height's past. The Boulevard Plan emphasizes better land use and design transition between these areas and new investment.

CP 13. Joint/Shared Parking

Promote jointly used/shared parking facilities among the office, retail, institutional, and hotel uses, since such uses tend to have different peak parking demand periods during the day or week.

2.4 Community Design

2.4.1 Community Design Concepts

Figure 2.4 illustrates the overall urban design framework concept for the Boulevard. It identifies character areas, social and physical focal points, and district entries.

Gateway District

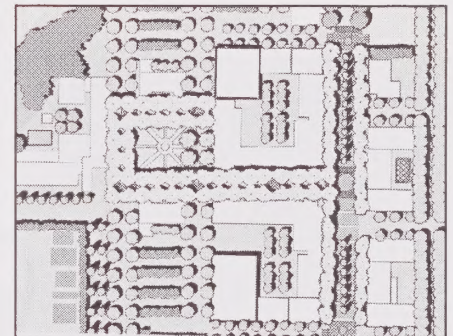
The District is organized around a “town square” and a pedestrian-friendly street grid that extends across to both sides of Auburn Boulevard. The streets are intended to organize different residential, office, and commercial development projects as social and active edges to sidewalks. The town square will be the forecourt open space for the hotel and a destination for office employees. Primary walking routes will be lined with retail storefronts. Parking lots will be placed behind or next to buildings.

The design of buildings and streetscape will have an urban, rather than suburban office park character. Buildings will enliven the street, have pedestrian-scale design features, and contribute to the composition and form of the town square and streets. The hotel will be located at the end of the primary entry street as a landmark visible from both Auburn Boulevard and I-80.

The District will have its own unique streetscape elements. The landscaping along Auburn Boulevard will include a planting strip and closely spaced canopy trees. There will be a low-scale gateway monument sign on the north end of the median with a special pattern in the street paving creating an entry zone. Several side streets will also have planting strips and canopy trees along commercial office edges. Tree wells and vertical urban trees will be used in front of storefronts and outdoor eating and sitting areas. Accent landscaping including flowering trees, shrubs, and ground cover will be used to accentuate site entries and focal points. The town square will be ringed with canopy shade trees, have a lawn, and paved areas for special events. Pedestrian-scale lighting and signage will be used throughout the district.

Rusch Park District

The center of the Rusch Park District is the mixed-use main street neighborhood – Rusch Park Village Center. The Village main street will be lined by one- to three-story developments with commercial uses surrounding a parking plaza along Auburn Boulevard. The Auburn Boulevard frontage will include three-story townhouses and one story commercial storefronts. The main street will have three-story live-work units and single story storefronts. Two-story townhouses will be set back 20 feet from adjacent single-family areas. The east side of Auburn Boulevard will have a mix of commercial and residential frontage with two-story apartments and one-story commercial storefronts. Parking lots and driveways will be accessed along the rear of the sites allowing stronger pedestrian connection and interest along the street.



Above:

The Gateway District welcomes travelers and Citrus Heights residents to the city. The plan diagram and sketch above show the plaza and mixed-use frontage along Auburn Boulevard.

Concepts, Goals and Principles

Right:
This map illustrates the key features of the community design concepts for The Boulevard Plan. The entries, focal points, parks and connections are indicated on the map.

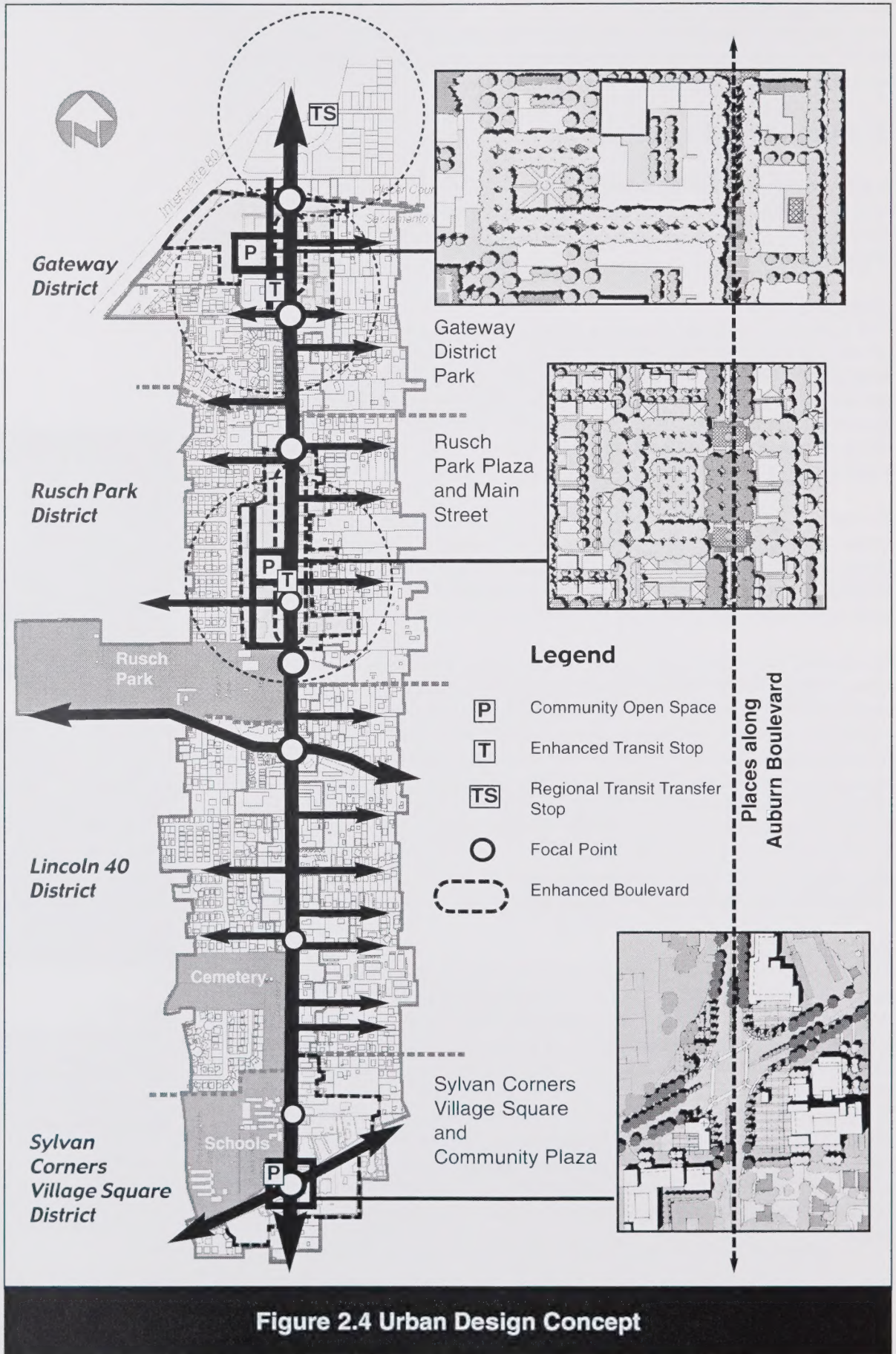


Figure 2.4 Urban Design Concept



*Left:
This sketch shows the park space in
the Gateway District.*

Auburn Boulevard will feature a landscaped median, pedestrian-scaled lighting, and an overall graphic identity and signage theme. Landscape treatment will provide an impression that cross streets extend across Auburn Boulevard. Canopy trees will be found on every street providing shade and a sense of enclosure and spatial definition. Vertical urban street trees will be used in front of storefronts and outdoor sitting areas. Accent landscape, such as flowering trees and shrubs, will be planted at site entries and public spaces and used to screen parking areas.

Lincoln 40 District

The site planning, architectural, landscape, and signage design will define the District's unique identity while also trying to unify it. The roadway project will consolidate driveways and provide an opportunity to landscape the sidewalk and street edges. Over time, the District will evolve into a district of interconnected storefronts and lots. Building design and site planning will reflect the District's traditional pace and scale by emphasizing the existing pattern of small lots. Parking will be screened by landscaping. Canopy trees and planting will reduce the visible parking and roadway surface. An overall graphic and signage program will celebrate the Lincoln Highway/Highway 40 history.

Sylvan Corners Village Square District

The urban design concept for the Sylvan Corners Village Square District stresses the creation of a shopping district. The goal is to establish a walking destination that has interconnected groups of storefronts and parking lots. Former storefronts will be restored and others added when new projects are developed. A coordinated storefront renovation, signage and streetscape package will further add to the continuity and creation of a larger business and shopping destination.

The urban design concept reintroduces the idea of Sylvan Corners Village Square as a meeting place and focal point for the community by introducing a "village square" concept to organize streetscapes, landscapes, site designs, and storefront orientations around a centralized location. The Village Square overlaps all corners of the intersection as pedestrian-scaled



*Above:
Auburn Boulevard does not have a
well-defined walking environment. The
Boulevard Plan envisions creating a
continuous sidewalk and landscaped
edge to the street on the public and
private side of the property lines.*

*Right:
Rusch Park Plaza is to become a
pedestrian destination and social and
economic focus for new and existing
neighborhoods.*



space defined by storefronts and streetscape. Within the Square, streetscape features will be "urban" in character, reinforcing a desired pedestrian scale. Storefronts of existing and future buildings will form the edge of the Village Square. Parking lots and landscapes are designed as "plazascapes" with paving patterns, signage, and lighting that extend through the Village Square and across the street from storefront to storefront.

The northwest corner, currently an isolated traffic island, will be developed as a civic plaza with public art, landscaping, and a gateway connection to the community ball fields. The plaza will be reconnected to the community to become part of the Village Square and be a reminder of Sylvan Corners Village Square's cultural importance.

The urban design concept identifies "school zones" in front of Citrus Heights Elementary and Sylvan Middle School. In these areas, the streetscape will be reconfigured to include street trees and pavement designed to "calm" traffic while at the same time announcing the start of the Sylvan Corners Village Square District.

2.4.2 Community Design Goal and Principles

CD Goal 1 – To create distinctive, high-quality living, working, and shopping environments that have attractive streetscapes, are pedestrian-scaled, and provide a sense of place and identity.

Overall Community Design Principles

CDP 1. Contribution to City-Building

Ensure that individual development projects contribute to achieving district urban design concepts.

CDP 2 Distinctive Districts with Overall Consistency

Create distinctive, connected, and walkable districts that have a strong sense of identity.



Left:
Underway in 2002, Sylvan Corners roadway and streetscape improvements are transforming the image of this important place. This sketch shows potential development and site improvements on the southeastern corner of Sylvan Road and Auburn Boulevard.

CDP 3. Inter-connected Development

Ensure that every project is planned to enhance the physical, visual, and social connections to surrounding parcels and to the larger community.

CDP 4. Streetscape

Ensure that public and private streetscapes and signage design contribute to the pedestrian comfort and thematic and aesthetic identity of each district.

CDP 5. Image Identity Elements

Use streetscape elements, such as benches, tree grates, planters, litter bins, and street lights, to enhance the image identity of the districts and Boulevard.

CDP 6. Boulevard Gateway

Create a distinct “key” entry or gateway into Citrus Heights near Interstate 80 through the use of accent trees and landscaping, street furniture, unified thematic design, and architectural features/accents.

CDP 7. Architectural Design

Design new projects to reinforce pedestrian orientation and comfort and to reflect Auburn Boulevard’s village scale and design themes.

CDP 8. Buildings Fronting Street

Locate retail commercial buildings close to Auburn Boulevard and place parking to rear of the buildings wherever possible in the Gateway District and Rusch Park District.

CDP 9. Undergrounding Utilities

Remove overhead transmission lines, light poles, and other utilities along the entire Boulevard that are unsightly and limit the possibility of adding trees and landscaping.

CDP 10. Visual Impact of Parking

Minimize the visual impact of parking in a manner that helps to establish the desired urban character of the area.



Above:
Signage in the districts are to serve directional, design and tenant needs. They are to work as an overall graphic identity and information system.

Concepts, Goals and Principles

CDP 11. Signs and Billboards

Remove unsightly commercial signs such as billboards, a-frames, and signs in disrepair that contribute to the visual clutter along the Boulevard.

CDP 12. Commercial/Residential Interface

Provide an attractive yet functional interface between commercial uses along the Boulevard and the residential neighborhoods directly behind them

CDP 13. Cohesive Landscaping Elements

Create a consistent landscaping pattern along the entire Boulevard that visually links the individual districts and natural landscape systems yet is distinctive among the four districts.

CDP 14. Facade Improvements

Upgrade the facades of aging commercial buildings that are outdated and showing signs of blight.

CDP 15. Public Art

Integrate public art into streetscape and landscape concepts along the Boulevard, especially in or near the gateway, public plazas, signature buildings, and other highly visible areas.

CDP 16. Lighting

Establish pedestrian-scaled and strategically-placed lighting along the Boulevard that promotes pedestrian safety and comfort and enhances architectural and site design concepts.

CDP 17. Light Pollution

Prohibit unnecessary and intrusive lighting that detracts from the beauty and view of the night sky.

CDP 18. Rusch Park Village Center Image

Reinforce the image of the Rusch Park Village Center as part of the Rusch Park landscape and open space system.

CDP 19. Placement of Lights and Trees

Coordinate the placement of lights with street tree planting to prevent conflicts. Place lights and trees directly across each other on both sides of streets, not triangulated, for a strong rhythmical pattern.

2.5 Streetscape Design

2.5.1 Streetscape Design Concepts

Streetscape and landscape concepts reinforce the placemaking objectives for the four districts. The concepts discuss the overall character of streetscape and open spaces, types of landscaping, paving, lighting, and other key features.

Gateway District

The Gateway District will be defined by its central plaza area, which is entirely surrounded by a formal planting and commercial land uses. This plaza area will have large, bold shade trees with a broad canopy, distinct form, and structure such as Common Catalpa. In the median, a contrasting columnar tree such as English Oak, will be planted for visual interest. The main street tree in this district will be Red Oak.

Secondary streets will be lined with medium-sized deciduous trees, in the north-south direction with Common Hackberry, and in the east-west direction with Katsura Tree to enhance street orientation and hierarchy and provide seasonal interest. Parking lots will be planted with broad canopy, evergreen trees, such as Evergreen Ash, to provide ample shade. Parking lots will also be screened with hedges.

Street trees along Auburn Boulevard will be planted in tree wells with metal tree grates to reinforce the urban and commercial feel of the area. Tree grates will be of simple design, with cut-out rings to allow for tree growth and compatibility with American with Disabilities Act (ADA) requirements.

A community park across the street from the hotel will be a destination for the District. The park will be designed in the tradition of formal European public parks, and promote comfort and passive recreation. It will have ample built-in or fixed bench seating, shade trees, flowering shrubs, and lawns. A decorative water fountain will be part of the design as well. The park will be well lit at night.

Paving at the major intersections will be enhanced with differentiating pavement and/or color to reinforce the public square spatial arrangement. The paving will extend to the east-west limits of the project area between Linden Avenue and the county line. Its design will be coordinated with the graphic style of the District's signage.

Rusch Park District

To enhance the beauty and uniqueness of this area along Auburn Boulevard, the most dominant tree in the Rusch Park District will be Valley Oak. It will be planted in the road median fronting the park. Its canopies will integrate canopies of existing trees in the park and along the sidewalks. Valley Oak will also be planted in the bosque of the central plaza area, giving the neighborhood a clear identity and connection to the park. Trees at the central plaza area will be planted in tree wells with crushed rock mulch.

Chinese Elm street planting will reinforce the larger perimeter of the plaza. The Eastern Redbud will provide a flowering accent in the median. Secondary streets will be planted with Red Maple, giving the District ample shade, seasonal interest, and evocation of traditional residential streets. Grand Oaks Boulevard will be planted with Red Oak to restore truthfulness to the street's name.

English Oak will be planted in the median from Rollingwood Boulevard to the north edge of the district road median to create a tall vertical accent adjacent to the broad canopy of London Plane Tree along the sidewalks on both sides. The existing London Plane trees along Cherry Glen Avenue, which have had their structure compromised by improper pruning, will be ultimately removed and replaced with new trees of the same species.

The sound wall between Sandalwood Drive and Bellbrook Court, which prevents street tree planting, will be softened by planting climbing vines. Typical understory planting will be drought resistant, high enough to screen parked cars, and include more native species than other districts.

Pedestrian passageways between residences will be enhanced by smaller



Above:

These photographs are of wide sidewalks with canopy trees. The trees add shade, visual relief and define spaces. The design concepts use landscape to physically and visually tie Auburn Boulevard and surrounding neighborhoods together.

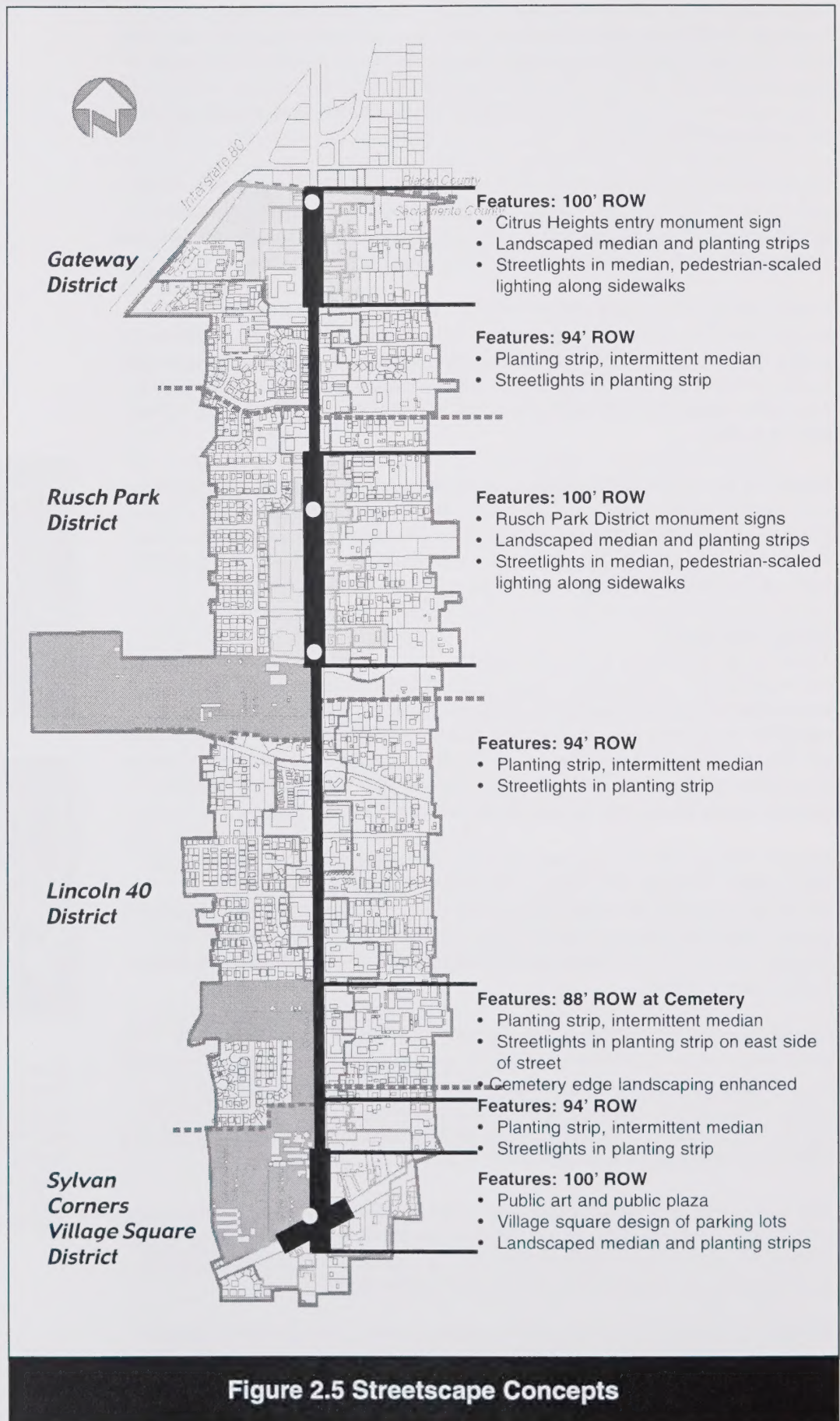


Figure 2.5 Streetscape Concepts

park areas. These areas will provide conditions for comfort and rest – dappled shade, lawns, and garden style perennial border planting. Benches will be placed in these areas.

The central roadway area in the Rusch Park District will be paved with distinct, special paving to create a pleasant pedestrian scale plaza that will help slow traffic down and make a strong connection between the east and west side of Auburn Boulevard.

Lincoln 40 District

In the Lincoln 40 District the public right of way corridor is narrower than in the rest of the districts, and is flanked by a large number and variety of commercial uses on relatively small individual lots. This narrowed width, in combination with the designated land use, precludes the construction of a continuous mid-street median. The street trees will create a broad canopy that arch over the width of the Boulevard. Where possible, trees such as Valley Oak will achieve such effect.

At Sylvan Cemetery, a low retaining wall prevents the widening of sidewalk and street tree planting. Existing trees planted in the cemetery are well established and visually prominent, thus making up for the interruption in line of greenery. Opposite the cemetery, on the east side of the street London Plane trees will be planted in a continuous planting strip between sidewalk and curb as a unifying element of the Sylvan Corners and Lincoln 40 Districts. Understory planting will include shrubs and ground covers with a variety of color and texture to add visual interest at the ground level.

The intersection of Antelope Road and Auburn Boulevard will be enhanced by planting English Oak in both the east and west directions of Antelope Road to add a strong vertical element to the area. For continuity English Oak will be also planted in the street median segments that stretch from Antelope Road to Pratt Avenue.

Similarly, street light fixtures will be located in the planting strip and sidewalk, and placed opposite each other on both sides of the Boulevard, to reinforce a clear line and rhythmical pattern throughout the District.

Street furnishing will have a soft, residential feel, and be a modern version of more traditional form. Benches will be made with warm materials such as wood. Trash receptacles will be easily accessible for both use and maintenance, and match benches in style, form, materials, and color. All trees will be planted in continuous planting strip between curb and sidewalk.

Sylvan Corners

The Sylvan Corners Village Square District is the southern gateway into The Boulevard corridor. The landscape will reinforce the notion of a Village Square that spans across the intersection with Old Auburn Boulevard and Sylvan Road. It will bring together the commercial storefronts in the northeast, the southeast, and the southwest corners of the intersection. A large canopy tree Chinese Elm will frame the Village Square. The placement of the trees will reinforce the urban nature of the Village Square with the formal and geometric layout of the trees and supportive understory planting. The planting will articulate the strong paving pattern of the plaza and streetscape. Smaller, flowering accent trees, such as the Purple Leaf Plum, will be placed



*Above:
Landscaping concepts and guidelines call for screening parked cars along the edge of the street. These photographs show low walks and berms used in combination with shrubs and ground cover.*

Concepts, Goals and Principles

in the median and at the corners of the intersection to highlight the intersection. Flowering accent trees will be placed in the adjacent commercial parking lots to extend the influence of the Village Square.

An evenly spaced row of the Chinese Elm will continue the canopy effect along the west side of Auburn Boulevard in front of Sylvan Middle School frontage, bridging across the median planting to the east side of Auburn Boulevard.

A cluster of Coast Live Oaks will be located in the northwest corner park of the intersection. The oaks will replace the existing heritage oaks that were removed during the realignment of the road.

Distinct street lighting for this Village Square will support pedestrian activity. Light levels will be higher in the Village Square and the spacing of the light fixtures will respect the geometry of the plaza and tree patterns. Fixed seating in the Village Square and at the park site will be a traditional style bench that will associate with the style of other site furnishings such as trash receptacles, bike racks, bollards and newspaper racks.

2.5.2 Streetscape Design Goal and Principles

SD Goal 1 – To create distinctive public and private streetscapes that contribute to the pedestrian comfort and thematic and aesthetic identity of each district.

Overall Streetscape Principles

SP1. Parks and Gathering Places

Design parks and gathering places in the Gateway and Rusch Park Districts to include landscaping and amenities that reflect their social and design importance.

SP2. Street Trees

Use canopy trees, median trees, and secondary street trees that emphasize the symbolic importance, scale, and pedestrian comfort required for each district.

SP3. Screening of Parking

Use understory planting, such as shrubs, bushes, and ground covers, to reduce the visual impact of extensive paved surfaces and screen parking lots.

SP4. Paving Materials

Emphasize the presence of pedestrian zones, connections, and crosswalks by highlighting them with distinctive paving patterns, colors and materials.

SP5. Street Furniture

Use benches, trash receptacles, and other street furniture to support pedestrian comfort.

SP6. Bus Shelters

Work with Regional Transit to provide bus shelters throughout the project area.

SECTION THREE: Development Standards

Section Three provides the quantitative criteria for new investment identified by the Boulevard Plan. It includes development standards intended to supplement the City of Citrus Heights's zoning ordinance with an emphasis on how development will shape and activate public spaces and streets. In addition to standards for private development, it provides criteria for public streets.

3.1 Development Standards Introduction

Section Three presents the Boulevard's development standards for land use (i.e., building heights and setbacks) and circulation (e.g., roadway improvements). This section builds upon the concepts, goals, and principles found in Section Two and provides the detailed quantified standards essential for implementation of the broader vision of this Plan.

3.1.1 Development Standards

The development standards in Section 3 provide quantitative direction for public and private investment in the planning area. They are measurable and are meant to establish maximum and minimum requirements.

3.2 Land Use

3.3 Overall Development Standards

3.4 Circulation

3.1.2 Purpose of Development Standards

The Plan works in combination with the Zoning Ordinance to specify development standards for the Auburn Boulevard corridor.

3.2 Land Use

3.2.1 Land Use Diagram and Designations

The Boulevard Plan uses six residential, commercial, open space, and public land use designations to depict the proposed land uses within the Auburn Boulevard planning area. Each land use designation is defined in terms of allowable uses and density and intensity standards. The Land Use Diagram, Figure 3.1, shows the geographic distribution of the land use designations.

The descriptions of the six land use designations are taken verbatim from the Citrus Heights General Plan, which is the chief regulatory tool for land use within the city. The General Plan is a long-term legal document that sets out the policies and programs for physical development of the community.



Above:

The land use standards for The Boulevard Plan define the type and amount of uses allowed. The Boulevard Plan will allow residential, commercial, and office uses.

Development Standards

Right:
This diagram
shows the
General Plan
land use desig-
nations within
the Auburn
Boulevard plan-
ning area.

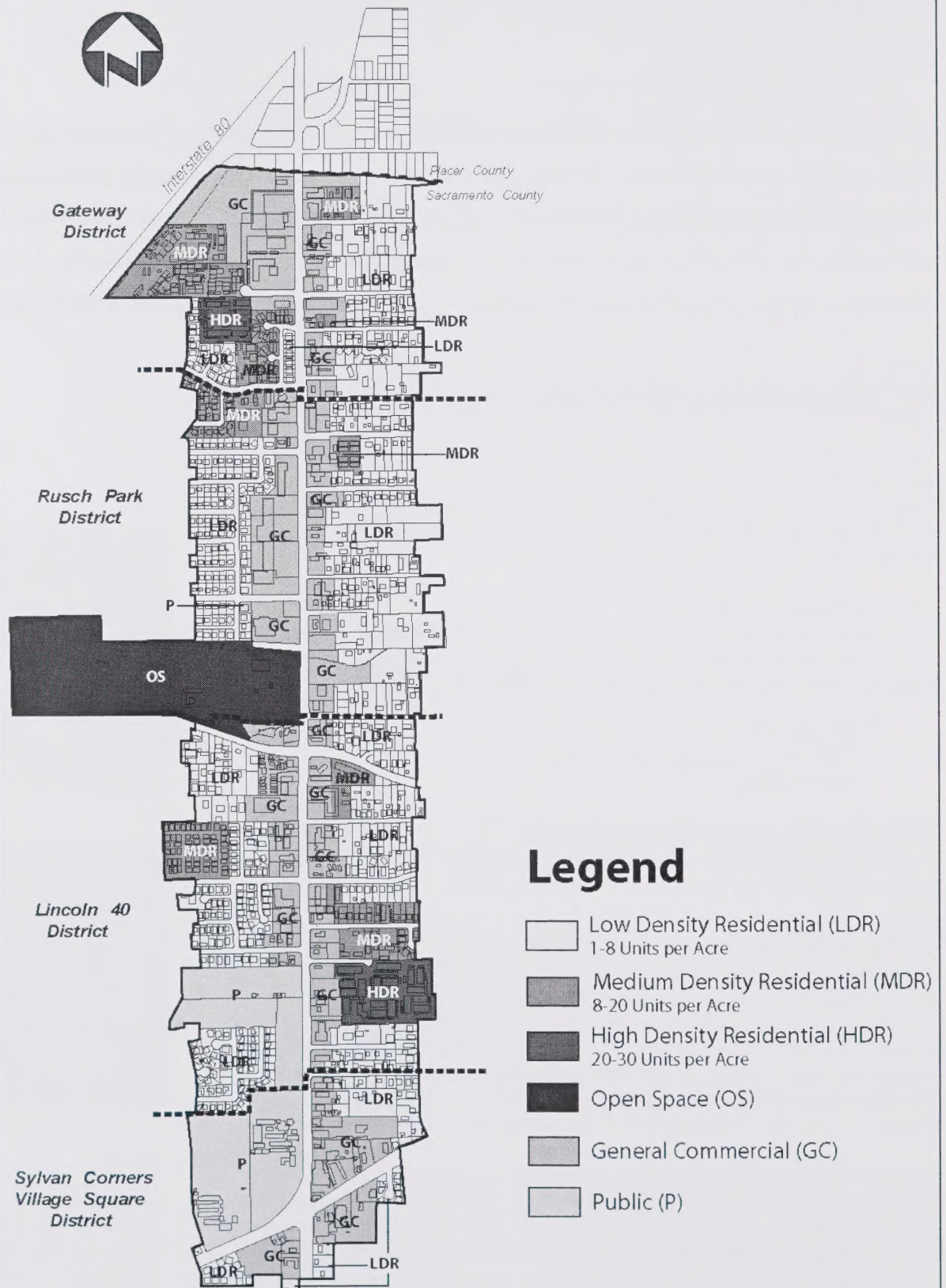


Figure 3.1 Land Use Diagram

The Boulevard Plan focuses primarily on the parcels and commercial uses that front Auburn Boulevard. Most of these parcels along the corridor are designated as General Commercial, which allows for a variety of land uses including mixed-use, multi-family residential, and service and retail commercial uses. The General Commercial designation is implemented in the Zoning Ordinance through the Auburn Boulevard Commercial District (see Figure 3.3). The other five General Plan designations (Low, Medium, and High Density Residential, Open Space, and Public) are included in the Plan Land Use Diagram to show the surrounding land use context. No changes are proposed within these other land use designations.

The following are the six General Plan designations that appear in the Land Use Diagram on Figure 3.1:

General Commercial

This designation provides for retail uses, services, restaurants, professional and administrative offices, hotels and motels, mixed-use Community Development Citrus Heights General Plan projects, multi-family residences, public and quasi-public uses, and similar and compatible uses. The floor area ratio (FAR) for residential and nonresidential uses shall not exceed 0.6. Residential densities shall not exceed 20 units per net acre.

Low Density Residential

This designation provides for single family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 1-8 units per net acre. The FAR for nonresidential uses shall not exceed 0.4.

Residential Intensity

Standards of building intensity for residential uses are stated as the allowable range of dwelling units per net acre. Net acreage includes all land (excluding streets and rights-of-way) designated for a particular residential use, while gross acreage reflects land before streets and rights-of-way are dedicated. Net acreage is the standard typically used in zoning and is more applicable for areas that are largely developed.

Non Residential Intensity

Standards of building intensity for non-residential uses such as commercial and industrial development are stated as maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel).

For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.



Above:

These residential projects reflect the range of densities anticipated in the Auburn Boulevard planning area. The top photo is of a townhouse project and the bottom photo is of an apartment project.

Development Standards

Medium Density Residential

This designation provides for single family detached and attached homes, duplexes, triplexes, fourplexes, multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 9-20 units per net acre. The FAR for non-residential uses shall not exceed 0.5.

High Density Residential

This designation provides for single family attached homes, multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 21-30 units per net acre. The FAR for nonresidential uses shall not exceed 0.5.

Public

This designation applies to public and quasi-public facilities such as schools, hospitals, libraries, government offices, religious places of worship, meeting halls, and similar and compatible uses. The FAR shall not exceed 0.5.

Open Space

This designation provides for outdoor recreational uses, habitat protection, agriculture, drainage features, public and quasi-public uses, and other areas.

*Right:
This table compares the existing
General Plan designations with corre-
sponding Zoning Districts.*

Boulevard Plan Land Use Designation	Corresponding Zoning District
Residential	
Low Density Residential (1-8 Units/Acre)	Low Density Residential (RD-5, 7)
Medium Density Residential (8-20 Units/Acre)	Medium Density Residential (RD 10, 15, 20), Mobile Home (MH)
High Density Residential (20-30 Units/Acre)	High Density Residential (RD-25, 30)
Non-Residential	
General Commercial	Auburn Boulevard Commercial (ABC)
Open Space	Recreation (O)
Public	Recreation (O)

Figure 3.2 Land Use Designations

3.3 Overall Development Standards

The standards described in this Plan are intended to reinforce concepts and principles outlined in Section Two. The General Commercial (GC) land use designation, which is the focus of this plan, is implemented by the Auburn Boulevard Commercial (ABC) District (see Figure 3.3). This Plan describes allowable land uses, heights, and setbacks within the Auburn Boulevard Commercial (ABC) District. Development standards for the ABC District are not included in the Zoning Ordinance. Instead, the Zoning Ordinance will contain a reference back to this Plan. Thus, this Plan acts as an extension of Citrus Height's Zoning Ordinance.

The use, height, and setback regulations for the other zoning districts that implement the other six land use designations are set out in Section 23.26.040 of the Citrus Heights's Zoning Ordinance.

3.3.1 Permitted Land Use

The Boulevard Plan defines four planning districts, each with a different land use and economic focus. Two of the districts have subdistricts ("centers").

Figure 3.4 summarizes permitted uses in each district and subdistrict by land use designations as follows:

- Gateway District – Gateway Commercial Center (GCC)
- Gateway District – Outside the Gateway Commercial Center (Outside GCC)
- Rusch Park District – Rusch Park Village Center (RPVC)
- Rusch Park District – Outside the Rusch Park Village Center (Outside RPVC)
- Lincoln 40 District (L40)
- Sylvan Corners Village Square District (SCVS)

The following describes the permit types in Figure 3.3.

- Permitted Use (P) – Permitted uses are allowed by right without the need for discretionary review by the Planning Director, Planning Commission, or City Council.
- Minor Use Permit (MUP) -- Minor Use Permits are approved or disapproved by the Planning Director. The Planning Director may choose to refer any Minor Use Permit application to the Planning Commission for hearing and decision.
- Use Permit (UP) – Use Permits require discretionary approval by the Planning Commission. The Commission shall conduct a public hearing on an application for a Use Permit prior to a decision on the application.
- Not Permitted (--) Uses not allowed under any condition within the sub-area or district identified.
- Special Permit (S) -- Uses requiring special permits (e.g., business selling alcoholic beverage or itinerant vendors) must follow detailed requirements described in the Zoning Ordinance.



Above:
The top photo has a FAR of 0.30 and a surface parking lot. The bottom photo shows a project with a FAR of 0.60 that requires a parking under the building or in a structure. The Boulevard Plan allows a commercial FAR of 0.60.

Right:
This map identifies
the boundary of the
new Auburn
Boulevard (ABC)
district.s

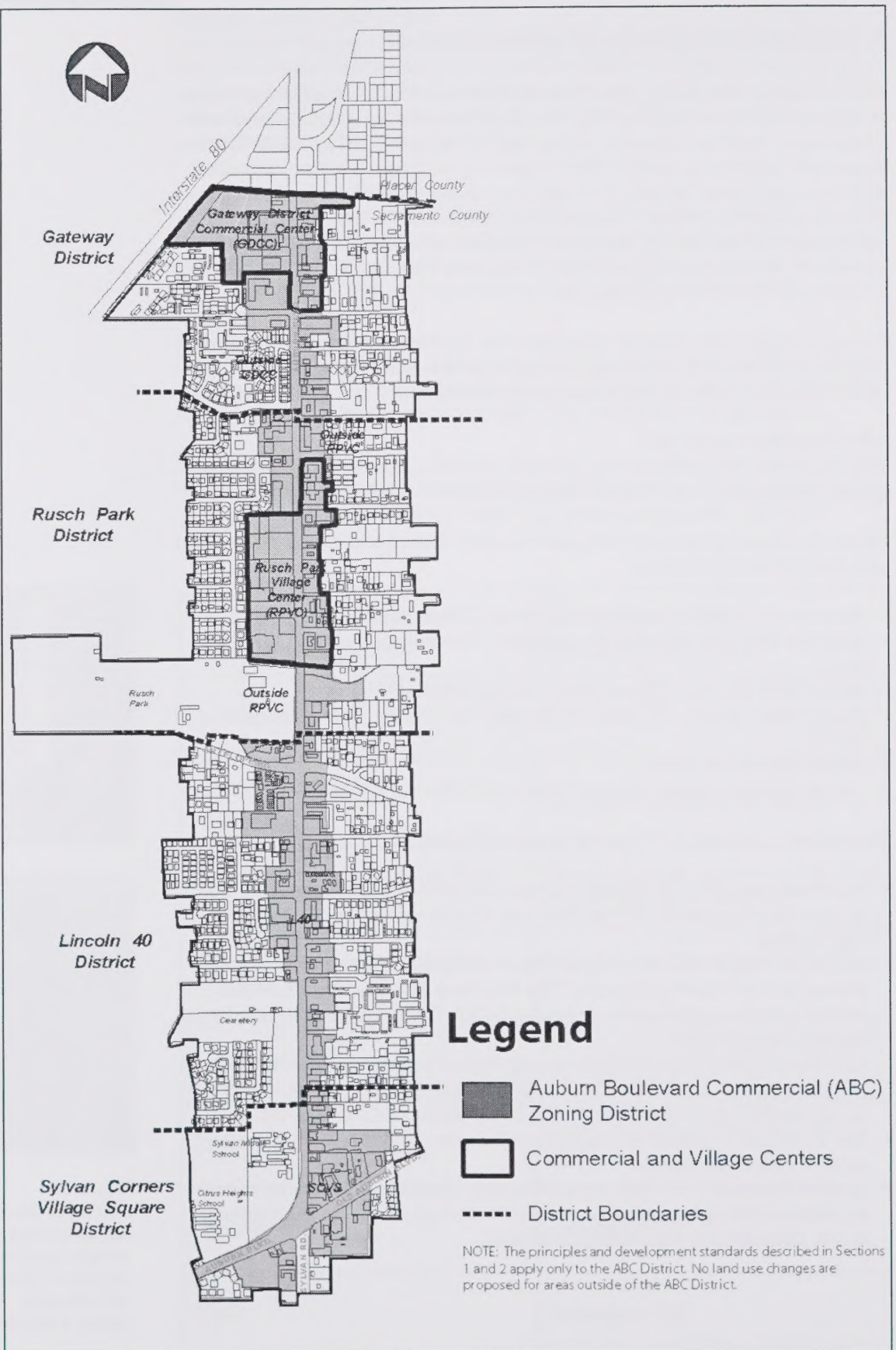


Figure 3.3 Zoning Districts Map

3.3.2 Heights and Setbacks

The physical form of each district is to reflect land use, social, and image criteria established by the Plan. The setbacks and heights identified by the Plan include “allowable” and “required” standards. The “allowable standards” specify maximum amounts. For example, buildings in a certain district may be allowed to be up to two stories tall. The “required standards” specify exact amounts. For example, a street setback would include an exact front yard setback to align buildings to create a uniform edge.

Setbacks

Where possible, building setbacks are intended to establish a consistent walking edge along Auburn Boulevard and connecting side streets, especially in the Rusch Park and Gateway Districts. The setbacks are established from the property line. The roadway design assumes an 88-foot right-of-way (ROW) in the Sylvan Corners Village Square District, Lincoln 40 District, and Gateway District; a 94-foot right ROW in the Lincoln 40 and Rusch Park District; and a 100-foot ROW next to the Rusch Park Village Center and Gateway Commercial Center and in the Lincoln 40 District. The sidewalk, planter strip, and building setback should provide a combined dimension of at least 16 feet from the curb to a storefront. Residential projects are to be set back farther from the road for sound and privacy reasons.

Transition between new development and existing residential uses requires setbacks that protect the visual and audio privacy of residents.

Allowable Heights

The allowable building heights for each district reflects their economic function and community context. The Gateway District is a regional-serving site with freeway visibility and within primarily a multi-family, rather than single-family context. Therefore, it has a four-story allowable height. The Rusch Park District is intended to be a mixed-use residential district in a single-family context. Allowable heights in this district are higher along Auburn Boulevard (three stories or four stories) and two or three stories along side streets. However, the allowable height is only two stories where the abuts existing transitions to single-family residential. The Lincoln 40 and Sylvan Corners Village Square Districts are primarily smaller scale commercial areas where two-story development is allowed.

3.3.3 Standards for Landscaping, Parking, and Signs

General development standards for landscaping, parking, and signs are set out in Chapters 23.34, 23.36, and 23.38 in the City’s Zoning Ordinance. Development within the ABC District shall comply with these standards, except where they are modified/superseded by the provisions of this Specific Plan.

Development Standards

Right:
These tables indicate the types of
land uses allowed in the four dis-
tricts and two subdistricts.

LAND USE	PERMIT REQUIRED BY AREA					
	Gateway District		Rusch Park District		L40	SCVS
	GDCC	Outside GDCC	RPVC	Outside RPVC		
INDUSTRY, MANUFACTURING, & PROCESSING						
Artisan/craft product manufacturing	MUP	P	MUP	P	P	P
Construction contractor base	--	--	--	--	UP	UP
Food & beverage product manufacturing	--	--	--	--	UP	--
Furniture & fixtures manufac., cabinet shop	--	--	--	--	MUP	MUP
Industrial research and development	UP	UP	UP	UP	UP	UP
Laboratory - Analytical, testing	UP	UP	--	--	UP	UP
Media production	UP	UP	UP	UP	UP	UP
Printing and publishing	UP	UP	UP	UP	UP	UP
Recycling - Small collection facility	--	UP	--	UP	UP	UP
RECREATION, EDUCATION, & PUBLIC ASSEMBLY USES						
Bar/tavern/brew pub	S	S	S	S	S	S
Commercial rec. facility - Indoor	UP	UP	UP	UP	UP	UP
Commercial rec. facility - Outdoor	--	UP	--	UP	UP	UP
Conference/convention facility	MUP	UP	UP	UP	UP	UP
Fitness/health facility	MUP	MUP	UP	MUP	MUP	MUP
Library, museum	P	P	P	P	P	P
Meeting facility, public or private	UP	UP	UP	UP	UP	UP
Night club	UP	UP	UP	UP	UP	UP
Park, playground	P	P	P	P	P	P
School - College, university	UP	UP	UP	UP	UP	UP
School - Elementary, middle, secondary	UP	UP	UP	UP	UP	UP
School - Specialized education/training	UP	UP	UP	UP	UP	UP
Sports & entertainment assembly facility	UP	UP	UP	UP	UP	UP
Studio - Art, dance, music, etc.	P	P	P	P	P	P
Theater	UP	MUP	UP	MUP	MUP	MUP
RESIDENTIAL USES						
Home occupation	P	P	P	P	P	P
Live/work unit	MUP	MUP	MUP	MUP	UP	UP
Residential component of mixed use project	MUP	MUP	MUP	MUP	UP	UP
Multi-family housing in a mixed-use structure	MUP	MUP	MUP	MUP	UP	UP
RETAIL TRADE						
Accessory retail uses	P	P	P	P	P	P
Alcoholic beverage sales	S	S	S	S	S	S
Artisan shop	P	P	P	P	P	P
Auto and vehicle sales	--	--	--	--	UP	--
Auto parts sales with no installation services	--	--	--	P	P	P
Auto rental	--	--	--	UP	UP	UP
Building/landscape materials sales	--	UP	--	UP	MUP	MUP
Construction and heavy equip. sales & rental	--	--	--	--	UP	UP
Convenience store	--	--	--	UP	UP	UP
Drive-through retail	--	UP	--	UP	UP	UP
Drug store, pharmacy	P	P	P	P	P	P
Firearm sales, gunsmithing	--	--	--	--	UP	--
Fuel dealer (propane, etc.)	--	--	--	--	--	--

Figure 3.4: Allowable Uses

LAND USE	PERMIT REQUIRED BY AREA					
	Gateway District		Rusch Park District		L40	SCVS
	GDCC	Outside GDCC	RPVC	Outside RPVC		
Construction and heavy equip. sales & rental	--	--	--	--	UP	UP
Convenience store	--	--	--	UP	UP	UP
Drive-through retail	--	UP	--	UP	UP	UP
Drug store, pharmacy	P	P	P	P	P	P
Firearm sales, gunsmithing	--	--	--	--	UP	--
Fuel dealer (propane, etc.)	--	--	--	--	--	--
Furniture, furnishings and appliance store	MUP	P	P	P	P	P
General retail	P	P	P	P	P	P
Groceries, specialty foods	MUP	MUP	MUP	MUP	MUP	MUP
Itinerant Vendor	S	S	S	S	S	S
Mobile home, boat, or RV sales	--	--	--	--	UP	--
Office-supporting retail	P	P	P	P	P	P
Restaurant, café, coffee shop	P	P	P	P	P	P
Retail complex	MUP	P	MUP	P	P	P
Service station	--	UP	--	UP	UP	UP
Vending machines	P	P	P	P	P	P
Warehouse retail	--	--	--	--	UP	UP
SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL						
ATM	MUP	MUP	MUP	MUP	MUP	MUP
Bank, financial services	P	P	P	P	P	P
Business support service	P	P	P	P	P	P
Medical services - MD office, clinic, urgent care	P	P	P	P	P	P
Medical services - Laboratory	--	P	--	P	P	P
Office	P	P	P	P	P	P
SERVICES - GENERAL						
Adult day care	--	UP	--	UP	UP	UP
Catering service	P	P	P	P	P	P
Car Wash	--	--	--	--	UP	UP
Child day care center	MUP	MUP	MUP	MUP	MUP	MUP
Drive-through service	--	MUP	--	MUP	MUP	MUP
Equipment rental	--	--	--	UP	UP	--
Kennel, animal boarding	--	--	--	--	UP	--
Lodging - Bed & breakfast inn (B&B)	UP	UP	UP	UP	UP	UP
Lodging - Hotel or motel	MUP	UP	UP	UP	UP	UP
Mortuary, funeral home	--	UP	--	UP	UP	UP
Personal services	MUP	P	MUP	P	P	P
Public facilities	--	P	--	P	P	P
Repair service - Equip., large appliances, etc.	--	--	--	--	UP	--
Vehicle services - Major repair/body work	--	--	--	--	UP	--
Vehicle services - Minor maintenance/repair	--	--	--	--	MUP	UP
Veterinary clinic, animal hospital	--	UP	--	UP	UP	UP
TRANSPORTATION, COMMUNICATION, & INFRA.						
Broadcasting studio	UP	UP	UP	UP	UP	UP
Parking facility, public or comm., surface	UP	UP	UP	UP	UP	UP

Figure 3.4: Allowable Uses

Below:

This table summarizes setback requirements in the four districts and two sub-districts. The setbacks relate to uses and locations. One of the important considerations is how new development interfaces with existing single family neighborhoods.

Figure 3.5: Building Setbacks

Setbacks	Gateway District		Rusch Park District		Lincoln 40 District	Sylvan Corners
	Gateway Commercial Center	Outside Gateway Commercial Center	Rusch Park Village Center	Outside Rusch Park Village Center		
Auburn Boulevard Frontage	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5'-15' setback for commercial (required)	5' setback for commercial (required)
Side Street Frontage	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5'-15' setback for commercial (required)	5' setback for commercial (required)
Transition to Existing Residential	20' setback minimum for commercial and residential uses	1 story–10' 2 story–15' setback minimum for commercial and residential uses (1)	20' setback minimum for commercial and residential uses	1 story–10' 2 story–15' setback minimum for commercial and residential uses (1)	20' setback minimum (1)	20' setback minimum (1)

Notes:

(1) Setback only required when adjacent to residential or open space zone.

Below:

This table summarizes the allowable height and intensity of new development. It includes the height along various frontages and types of land uses.

Figure 3.6: Allowable Heights and FAR

Setbacks	Gateway District		Rusch Park District		Lincoln 40 District	Sylvan Corners
	Gateway Commercial Center	Outside Gateway Commercial Center	Rusch Park Village Center	Outside Rusch Park Village Center		
Auburn Boulevard Frontage	4 stories 50'	3 stories 40'	4 stories 50'	3 stories 40'	2 stories 30'	2 stories 30'
Side Street Frontage	3 stories 40'	2 stories 30'	3 stories 40'	2 stories 30'	2 stories 30'	2 stories 30'
Transition to Existing Residential	3 stories 40'	2 stories 30'	2 stories 30'	2 stories 30'	2 stories 30'	2 stories 30'
Maximum Floor Area Ratio (FAR)	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50

3.4 Circulation

3.4.1 Circulation Diagram

This Plan seeks to improve pedestrian/motorist safety by limiting left-turn movements, redefining the number of driveways, and creating a better balance among transportation modes (i.e., automobiles, transit, bicyclists, and pedestrians), while allowing for future growth in the area. The City's most important policy tool for ensuring that roadways are properly upgraded and maintained is the roadway classification system and its associated standards. This section describes the street and roadway system, as defined by the General Plan, and improvements proposed to the system.

Roadways serve two functions: to provide mobility and property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access and pedestrian safety, particularly in residential areas. A functional classification system provides for specialization in meeting the access and mobility requirements of the development that would be permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through traffic; and collectors attempt to achieve a balance between both functions. The hierarchy of the functional classifications within the Auburn Boulevard corridor consists of arterials, collectors, and local residential streets as described in Figure 3.7.

Arterials

The Boulevard Plan Planning Area contains four arterial roadways: Auburn Boulevard, Sylvan Road, Old Auburn Road, and Antelope Road. All four of these arterials are moderate-speed (i.e., 40 to 45 mph) through streets that provide intra-community travel and access to the countywide highway system. The four arterials are five-lane roads (four travel lanes and one central turning lane) and have a capacity of 20,000 – 35,000 average daily trips).

Collectors

Collectors emphasize a balance between mobility and access. Collector streets provide relatively low speed travel within and between neighborhoods and are intended to transfer traffic from local residential streets to an arterial. A collector street is designed to better accommodate bicycle and pedestrian activity than arterials while still serving the needs of the motoring public. The Planning Area has two collector streets: Twin Oaks Avenue and Rollingwood Boulevard.

Local Streets

The primary purpose of local streets is to provide property access. Local streets provide one lane in each direction for motorized and bicycle traffic. A majority of the existing local streets along Auburn Boulevard are public; however, there are eight private streets on the east side of Auburn Boulevard and one private street on the west side.

3.4.2 Roadway Standards

The roadway standards for Auburn Boulevard vary along the 1.75-mile corridor. Figure 3.8 shows three different roadway standards along Auburn Boulevard ranging from 88 to 100 feet. The Boulevard is widest (100' right-of-way) within the Gateway Commercial Center and the Rusch Park Village

Center. These segments have a six-foot sidewalk and six foot landscaping strip on both the east and west sides of the Boulevard. The roadway standards adjacent to Sylvan Cemetery are the narrowest at 88 feet and include a five-foot sidewalk on the west side of the Boulevard and six-foot sidewalk and five-foot planting strip on the east side. The rest of the Boulevard has a right-of-way of 94 feet with six-foot sidewalks and a five-foot planting strip on both sides of the Boulevard.

3.4.3 Roadway Improvement Standards

The Boulevard Plan proposes several roadway improvements to improve motorist and pedestrian safety, improve level of service, and make the corridor more desirable and attractive to shop, work, and live. A key focus of this plan is to minimize the roadway improvement's impact on property and business owners along the corridor. The following are the City's qualitative and quantitative roadway improvement standards for Auburn Boulevard:

Turning Movements

Eliminating Auburn Boulevard's central "suicide lane" is a major priority for the City due to the high number of accidents, some fatal, that have occurred as a result of the left turns from this lane. Establishing landscaped central medians with left-turn lanes and u-turn opportunities will significantly enhance traffic safety for both motorist and pedestrians, but will limit left-turn access to some businesses. The Boulevard Plan includes the following set of criteria for determining the location of left-turn pockets and u-turn opportunities. *The Boulevard Plan* ensures that left-turn lanes and u-turn opportunities are spaced at reasonable intervals to allow reasonable access to businesses, while achieving safety objectives. Figures A.6.1 through A. 6.6 in Appendix 6. show the conceptual access control and median treatments for the following six segments: 1) between city limits and Twin Oaks Avenue, 2) between Twin Oaks Avenue and Rollingwood Boulevard, 3) between Rollingwood Boulevard and Rusch Park entrance, 4) between Rollingwood Boulevard and Sycamore Drive, 5) between Sycamore Drive and Carlton Lane, and 6) between Carlton Lane and Old Auburn Boulevard. The City shall implement the following standards:

U-Turn Movements

- Permit u-turn movements at all signalized intersections and at the Rusch Park entrance.
- Provide a maximum spacing of approximately 1,200 feet from signalized intersections for u-turns at unsignalized locations
- Provide a minimum spacing of approximately 650 feet from signalized intersections or at key locations, such as Rusch Park, for U-turns at unsignalized locations.
- Permit u-turn movements at gull-wing median locations, except where right-of-way constraints exist (e.g., along the frontage of the cemetery).

Left-Turn Movements

- Provide left-turn lane pockets with a minimum 150 feet of vehicle storage.
- Provide left-turn lanes serving inbound traffic at the cemetery and Rusch Park with 200 to 250 feet of vehicle storage.
- Maintain left-turn movements from Auburn Boulevard onto cross streets at public streets that provide access to Mariposa Avenue (or beyond) to the east. Left-turn movements also should be maintained for cross-streets providing access to the west of Auburn Boulevard.

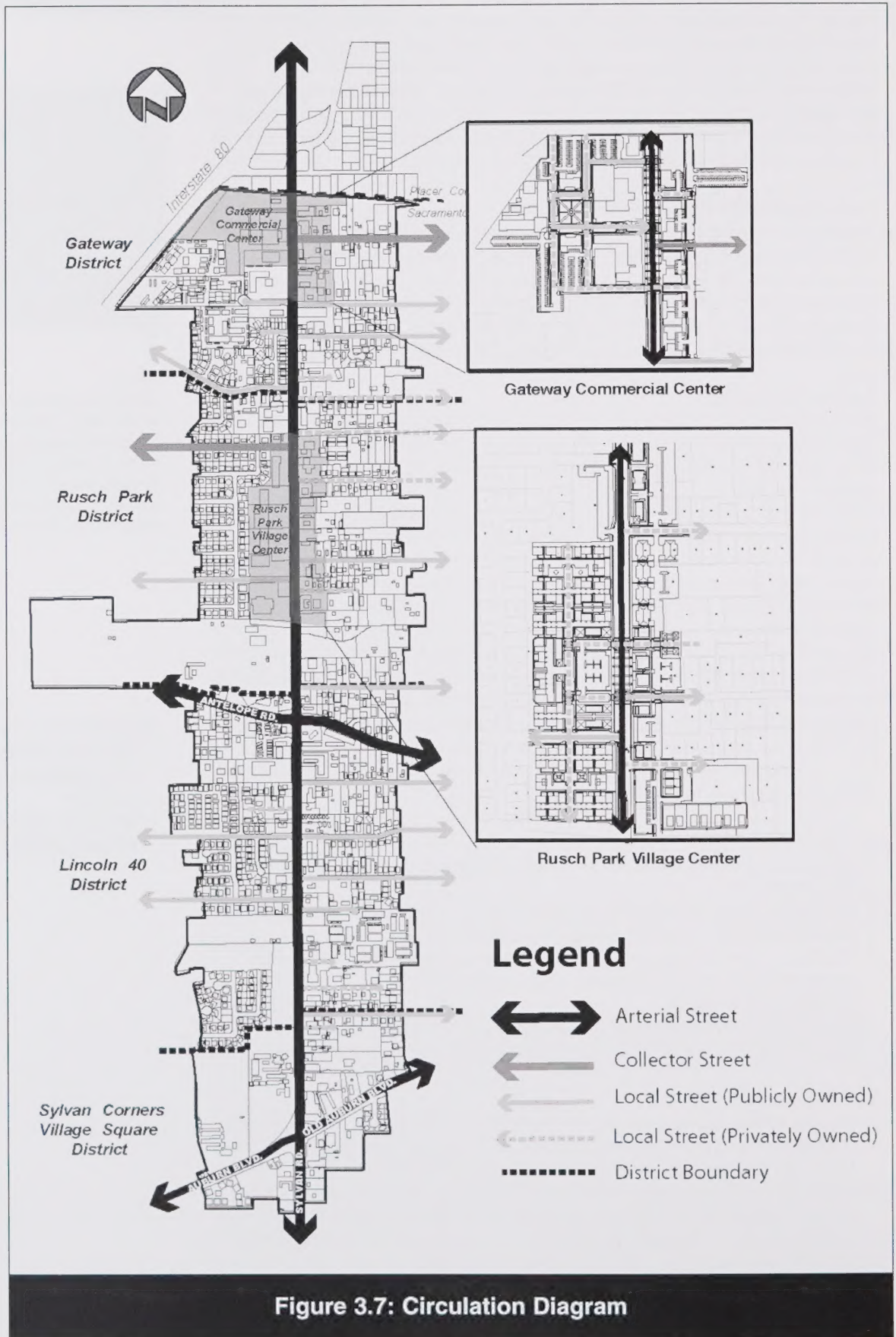


Above:

Auburn Boulevard is a busy four-lane street with a "suicide" turn lane. The circulation standards establish new traffic access controls and roadway dimensions that will reduce conflicts between turning and merging cars, pedestrians, and bicycles.

Benefits of Left Turn Movements:

- *Increases pedestrian safety*
- *Decreases pedestrian/vehicle conflicts*
- *Improves level of service along Auburn Boulevard*



Right:
This diagram
identifies road-
way types that
relate to
dimensional
criteria. The
Plan identifies
four types of
streets.

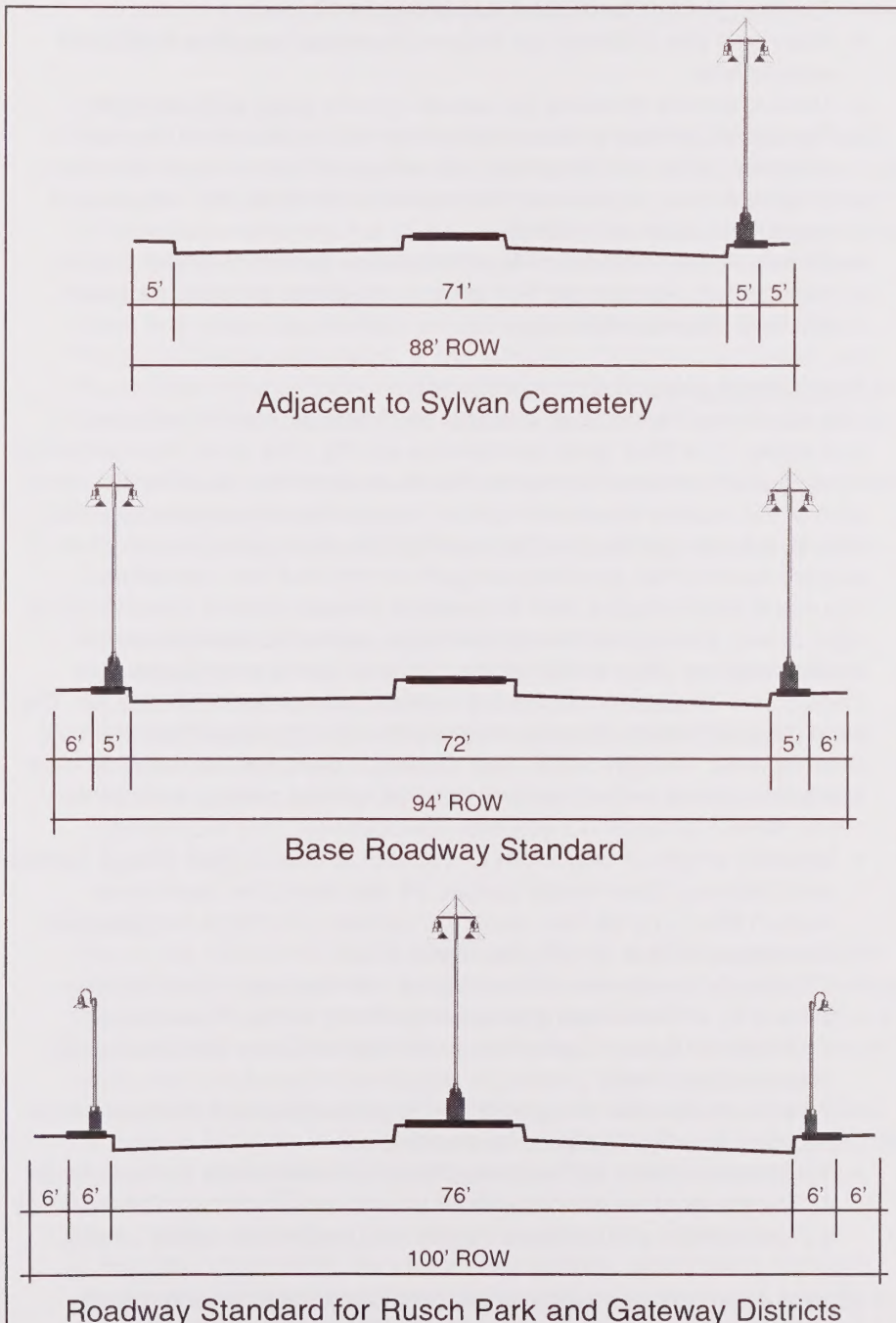
- Eliminate left-turn access at private streets.
- Limit left-turns out from cross-street onto Auburn Boulevard if the cross street is within approximately 650 feet of a signalized intersection.

Driveway/Curb Cut Consolidation

Auburn Boulevard has 120 driveways (aka., curb cuts) along the 1.75-mile Specific Plan corridor or 32 driveways per mile (on one side of the street) – one of the highest frequencies for an arterial road in the region. The high frequency of driveways inhibits traffic flow and creates significant safety concerns for both motorists and pedestrians. *The Boulevard Plan* proposes to



Above:
Auburn Boulevard has more curb cuts than typically allowed for such a transportation facility. The standards provide for consolidation of curb cuts to make the road safer.



Left:
These street sections show the three dimensional standards for Auburn Boulevard. These variations reflect constraints and opportunities to widen the right-of-way to provide additional space for streetscaping.

Figure 3.8: Street Cross Sections

Development Standards

Benefits Pedestrian Improvements:

- Improves pedestrian safety
- Decreases pedestrian/vehicle conflicts
- Increases on-site parking
- Creates shared handicapped parking opportunities
- Creates shared cross parcel access

Benefits of Wider ROW:

- Increases pedestrian and bicyclist access and comfort
- Decreases pedestrian/vehicle conflicts
- Improves aesthetics from street trees and landscaping

Benefits of Better Neighborhood Connections:

- Reduces reliance on automobile trips
- Increases pedestrian safety and comfort
- Enhances community identity

reduce the number of driveways by consolidating them in a manner that improves vehicular movement across parcels and increases the number of parking spaces. Reducing the number of driveways will limit access to some businesses; however, it is necessary to maintain safe conditions for motorists and pedestrians. The City's goal is to achieve a frequency of 15 to 20 driveways per mile (on one side of the Boulevard), similar to comparable corridors in the region including Howe Avenue and Arden Way. The City shall implement the following standards:

- Where appropriate, consolidate driveways and provide cross parcel access.
- Require a minimum driveway spacing of 150 feet.
- Allow only one driveway on Auburn Boulevard for parcels 150 feet wide or less.
- Allow a second driveway for parcels greater than 150 feet wide.
- For second driveway access on corner lots, require that the second driveway be on the side street. On mid-block lots, require driveways to be spaced a minimum of 100 feet apart (175 to 200 feet desired spacing if parcel size allows).
- Allow only one driveway within 150 feet of Auburn Boulevard to be provided on side streets. For larger commercial parcels, require a 400-foot driveway spacing.

Pedestrian Access, Safety, and Comfort

The Boulevard Plan places a heavy emphasis on pedestrian comfort and safety. The Plan gives pedestrians priority over other transportation modes, such as the automobile. *The Boulevard Plan* calls for the expansion of the Auburn Boulevard right of way to allow for wider sidewalks, bike lanes, and planting strips. In certain locations, the City will need to acquire several feet of private property to improve the right-of-way. Figures A.6.1 through A. 6.6 in Appendix 6 show how far the expanded right of way overlaps properties along the entire Boulevard corridor. Additionally, the Plan builds on the principle that Auburn Boulevard should be a destination and not a regional bypass for Interstate 80. The Plan gives priority to trips that begin and end within the Planning Area over regional, through traffic. The City will implement the following standards to improve pedestrian and bicyclist access, safety, and comfort:

- Maintain a right-of-way width of 100 feet at Rusch Park Village Center and Gateway Commercial Center, 94 feet along the majority of Auburn Blvd, and 88 feet along the cemetery frontage and between Sandalwood Drive and Auburn Oaks Court.
- Provide crosswalks on all four legs at four-way signalized intersections (i.e., at Twin Oaks Avenue, and Grand Oaks Boulevard or Rollingwood Drive if Cedar Drive and Walnut Drive are aligned with these, respectively).
- Provide crosswalks on at least two legs at signalized three-way intersections (i.e. Grand Oaks Boulevard.).
- Synchronize traffic signals along Auburn Boulevard to facilitate travel at 35 mph north of Antelope Road to limit use of Auburn Boulevard as a thoroughfare and increase vehicle and pedestrian safety overall.

Linking Auburn Boulevard and Adjacent Residential Neighborhoods

One of the objectives of *The Boulevard Plan* is to create strong links between the existing and new business activity along Auburn Boulevard

and the surrounding existing residential neighborhoods. The mix of new uses and the new urban design and streetscape improvements should induce more use of the Boulevard (e.g., retail uses, restaurants, cafes) by neighborhood residents. At the same time, the physical interface between commercial uses along Auburn Boulevard and the adjacent residential development need to be designed to minimize nuisance issues. The City will implement the following standards to link Auburn Boulevard and adjacent residential neighborhoods:

- Require frontage improvements on all public and private streets.
- Extend frontage improvements (sidewalk) one parcel deep on side streets and a maximum of 150 feet from Auburn Blvd. (on both sides of Auburn Boulevard).

Enhanced Bus Stops

The Auburn Boulevard corridor provides many convenient transit facilities and services including five bus routes, 18 bus stops, and three bus turnouts. *The Boulevard Plan* seeks to build upon the existing system by providing enhanced bus stops, which include a bus shelter next to a bus turnout. Bus turnouts allow transit vehicles to load/unload passengers while minimizing impacts to the flow of traffic in the adjacent travel lane while bus shelters protect transit riders from the elements. Placing enhanced bus stops at the Gateway Commercial Center and Rusch Park Village Center will improve transit ridership due to the concentration of new residents and employees in and around those areas.

- Upgrade all existing bus stops to enhanced bus stops, which includes a shelter and bus turnout.
- Require future turn-outs to be located at least 80 feet after an intersection.
- Require bus turn-outs to be five feet wide and 125 feet long.
- Require bus pads to be seven feet by 28 feet
- Provide a bus shelter for the existing bus turnout north of Auburn Oaks Court on the west side of Auburn Boulevard.
- Maintain existing bus turnouts and widen shoulders to eight feet at proposed bus turnout locations (e.g., Rusch Park).
- Provide enhanced bus turnouts and bus shelters at the major trip generators (i.e., the proposed Gateway Commercial Center and Rusch Park).

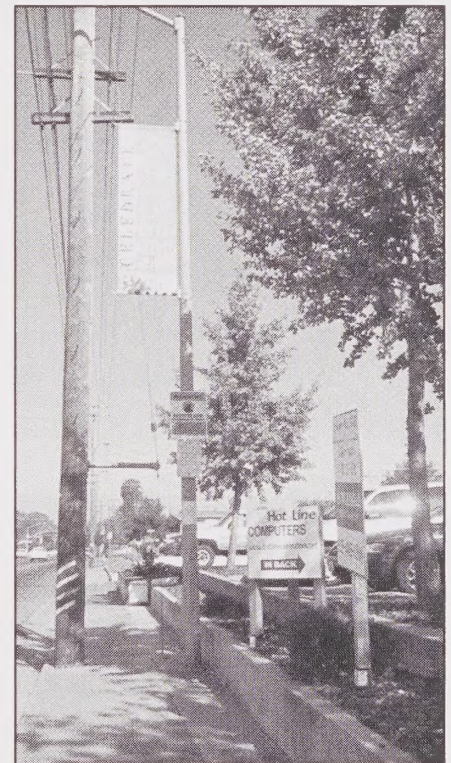
Parking

One of the objectives of *The Boulevard Plan* is to change the relationship between transportation patterns and development standards along the Auburn Boulevard corridor. Requiring high amounts of on-site parking can result in excessive paving, increase housing and development costs, and produce an oversupply of parking spaces that can go unused for much of the year. The parking standards in this Plan allow for greater flexibility in the provision of parking and reduce the negative impacts of excessive parking. Where this Plan is silent, the parking standards in the Citrus Heights Zoning Ordinance shall apply.

- Provide opportunities for shared use parking agreements between adjacent parcels when cross access easements are used and drive-ways are closed or when office buildings are located adjacent to

Benefits of Bus Turn-outs:

- *Reduces bus and automobile conflicts*
- *Provides more comfort and safety for transit riders*
- *Increases transit ridership*



Above:

As a multi-modal corridor, the Boulevard Plan includes incentives for using transit. Parking for commercial and residential uses can be reduced if a demand reduction program is instituted for the development.

Concepts, Goals and Principles

- entertainment-oriented uses (e.g., cinema, restaurants).
- Provide opportunities for on-street parking on interior commercial streets in the Rusch Park Village Center and Gateway Commercial Center.
- Prohibit on-street parking on Auburn Boulevard.
- Require wheel stops to prevent overhang of parked vehicles that may encroach into the sidewalk or planting strip.
- Require employee parking to the rear of businesses where appropriate to provide adequate parking for patrons and visitors.
- Require pedestrian walkways within parking lots (down middle of parking block) plus crosswalks for larger commercial lots (e.g., within Rusch Park Village Center or Gateway Commercial Center).
- Encourage parking layouts that facilitate egress onto side streets where appropriate instead of on to Auburn Boulevard.
- Allow a up to a 15 percent reduction in parking standards for uses that provide transit support facilities such as bike lockers, shower facilities, etc.
- Allow on-street guest parking for multi-family residential areas in the Rusch Park Village Center.
- For small lot parcels, allow the following exceptions to the parking standards in the Zoning Ordinance:
 - Allow up to 50 percent of all parking to consist of compact parking stalls (8 foot width and 16 foot length).
 - Utilize angled parking stalls with one-way drive aisles in lieu of 90-degree spaces where appropriate.
 - Encourage cross parcel access easements to minimize driveway openings and increase parking on-site.
 - Reduce the sidewalk width from 5 feet to 4 feet and planter width from 6 feet to 4 feet to increase on-site parking.
 - Require cross parcel access easements, where appropriate, to minimize driveway openings, allowing for increased parking on-site.
 - Require a minimum parking aisle width of 18 feet for turn-around space for small lots.
 - Allow landscape to count for a portion of the required on-site landscaping.

SECTION FOUR: Design Guidelines

Section Four provides the qualitative criteria for Auburn Boulevard. It communicates the City's design and placemaking expectations for public right-of-ways and private development. The guidelines are organized by district. Each district's guidelines emphasize creating pedestrian-scaled places that are connected to existing neighborhoods. The creation of small semi-public and private outdoor places is another common theme. The result will add the social destinations and places imagined by workshop participants in the Specific Plan process.

4.1 Design Guidelines Introduction

Section Four presents Auburn Boulevard's four districts in terms of image objectives and design guidelines. This section builds upon the concepts, goals, and principles found in Section Two and the development standards described in Section 3.

4.1.1 Auburn Boulevard's Districts

Each of Auburn Boulevard's four districts serves a different economic function and creates a different context for change. In response to this, the Plan's guidelines provide a set of qualitative criteria for the districts.

- 4.2 Gateway District
- 4.3 Rusch Park District
- 4.4 Lincoln 40 District
- 4.5 Sylvan Corners Village Square District

4.1.2 Guidelines Purpose

The guidelines are intended to supplement the directives of the City of Citrus Heights General Plan and Zoning Ordinance. They express the community's vision and principles at a district level. Projects within the Auburn Boulevard corridor are required to contribute to the evolution of the Boulevard consistent within economic development and image objectives for each district and the surrounding community.

One of the implementation objectives for the Plan is to provide certainty in terms of what development must do and flexibility where projects have to respond to market opportunities and specific site conditions. However, the vision and principles are clear—Auburn Boulevard's districts are to be transformed into pedestrian-friendly places. The standards and design guidelines in this section demonstrate how these principles are to be implemented.



Above:

The Boulevard Plan ties together new and existing places into neighborhood and business centers. The guidelines provide the qualitative direction for new investment so that it contributes to the 2025 vision.

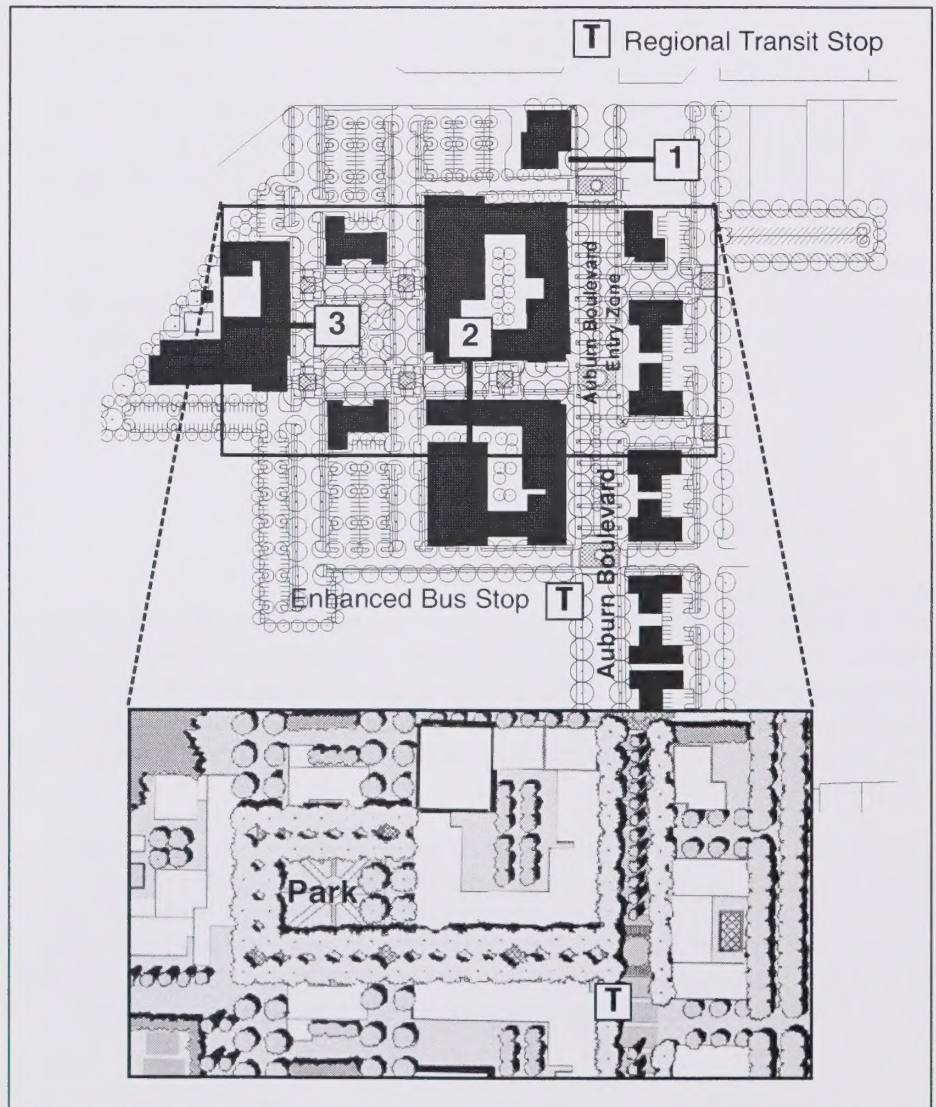
4.2 Gateway District

The Gateway District is the northern entry for the city and Auburn Boulevard and welcomes travelers to Citrus Heights. It has played a traditional role as a regional serving location for discount retailing, convenience commercial centers, and fast food. It is to be transformed into a bustling commercial center and mixed-use village with visibility from I-80 and transit access via a transit center. A hotel along the freeway is planned and a town square is the central organizing feature.

The following guidelines are for the Gateway District. These guidelines provide the qualitative requirements for public and private investment in this area.



Above:
These sketches of the Gateway District illustrate an urban village of commercial uses. The District provides a symbolic entry to Citrus Heights and a new business address featuring employment and shopping activities. A formal park is located in the heart of the District providing a shady gathering place and social focus.



4.2.1 Gateway District Urban Design Guidelines

The site planning for the Gateway District shall provide an overall design framework that creates an internal organizational structure and a contextual response to the surrounding community.

Gateway District Site Planning

Development in the Gateway District shall be planned to accomplish both functional and district design objectives.

- Project site plans shall possess a clear organizational structure. The site plan concept shall make it a distinctive address with definable hierarchy of streets and focal points.
- Projects shall be planned to provide centrally located or accessible commercial services and conveniences for employees.
- Projects shall support the District's role as a city gateway.
- Interface with other types of uses, particularly residential, shall be planned carefully. The transition in scale, use, visual privacy, noise and traffic flow shall respect the needs of adjacent neighborhoods.

Below:

The Gateway District has three types of streets. Auburn Boulevard is treated as the northern Citrus Heights entry with street-oriented storefronts and building entries and special streetscape features. The Gateway District Street is a loop road that connects street-oriented buildings and frames a park. Other minor streets connect to parking lots and pedestrian access to adjacent neighborhoods.

Street Sections

1. Auburn Boulevard

- 100' ROW
- City Entry Monument
- Median Planting
- 5' setback
- 2-4 stories
- Ground floor commercial

2. Gateway District Drive

- 72' ROW
- On-street parking
- Parking access
- Pedestrian walking edge
- 0' setback
- 2-4 stories

3. Hotel and Park

- 72' ROW
- On-street parking
- Hotel and park
- Hotel lobby and arcade
- 0' setback
- 2-4 stories



Street Sections

Design Guidelines

Gateway District Street Design

Streets shall be designed to reflect both the placemaking and circulation objectives for new and existing businesses.

- Public and private streets and driveways shall have a design hierarchy. Primary address streets shall demonstrate a “higher order” of streetscape, setbacks, medians and other distinctive features.
- Functional street requirements for truck and emergency vehicle access shall be accommodated. However, streets shall not be used for stacking and backing into loading and service yard areas.
- All streets shall be designed to encourage pedestrian and transit use. The design of sidewalks and planting strips shall contribute to the comfort and safety of walking in the district.
- Traffic calming techniques, such as a change in paving materials, shall be used at crosswalks, drop-offs, and lobby zones.

Gateway District Streetscape

The District’s streetscape concepts shall be supported by each project. Each project’s landscaping design shall contribute to the community’s identity and pedestrian comfort.

- Streetscape concepts shall be a distinctive feature for the district. This includes tree selection, lighting, furniture, signage, decorative walls, arbors, trellis, and other design elements.
- Streetscape shall reinforce urban design concepts for the district. This includes creation of gateway elements, defining focal points, framing views and edges, and highlighting architectural design features.
- When necessary, streetscape shall screen views of parking lots and loading areas. Berms or shrubs shall be used to screen parking lots.
- Public art is encouraged. Art shall be integrated into streetscape and landscape concepts.

Gateway District Parking and Loading Areas

The visual presence of parking and loading areas shall be reduced in the planning and design of projects.

- On-site circulation concepts shall reduce the visibility of parking lots from adjacent buildings and public streets.
- The design of on-site circulation and parking lots shall reflect the needs of pedestrians. Sidewalks and raised curbs shall be included in parking lots designs.
- Parking shall be located to the rear or side of buildings so that buildings front on public streets.
- Loading areas shall be located to the rear or inside side yards. Loading areas shall not be visible from public streets or adjacent buildings.
- Parking for corner parcels shall be located away from primary streets. Service areas and parking shall be accessed via secondary streets.

Gateway District Building Orientation and Alignments

The overall planning concepts for the district shall result in a pleasing composition of buildings that shape and enliven public and common spaces while enhancing pedestrian connections. Each project shall contribute to the overall site planning concept for the Gateway District.



Above:
Public art is encouraged in the Gateway District. Above is a photo of a sculpture and water feature in Sacramento.



Above:
The streets in the Gateway District are intended to be more than transportation facilities. They are to be designed as places. The guidelines provides direction for making streets environments that support both business and social objectives for the Gateway District.

- Building entries shall be placed to reinforce their presence on primary business streets and where they can enhance pedestrian linkages to other buildings, transit, and parking areas.
- Buildings located at street intersections shall orient building entries towards the corner. This is particularly important at key intersections and entryways.
- Building orientation and placement shall shape and activate public spaces.
- Building design shall place public uses towards streets and public spaces. Private and service uses shall be placed to the rear or away from public spaces.
- Multi-tenant single story buildings shall face lobbies towards public streets.

Gateway District Landscaping

On-site landscaping shall reinforce overall site and architectural concepts while promoting pedestrian comfort.



Above:

The guidelines stress incorporation of transit facilities and creating a multi-modal environment. Standard RT bus shelters are to be used (in photo).

Tree List

1. Feature Tree in Center Square:

Western Catalpa
Ht. 40'-60', Sp. 20'-40'.
Deciduous, white flowers.

2. Auburn Blvd. Street Tree:

Red Maple,
Ht. 60', Sp. 40'.
Deciduous, Fall color.

3. Secondary Streets, North/South:

Common Hackberry,
Ht. 50', Sp. 40'.
Deciduous.

4. Secondary Streets, East/West:

Katsura Tree,
Ht. 40', Sp. 30'-40'.
Deciduous, fall color.

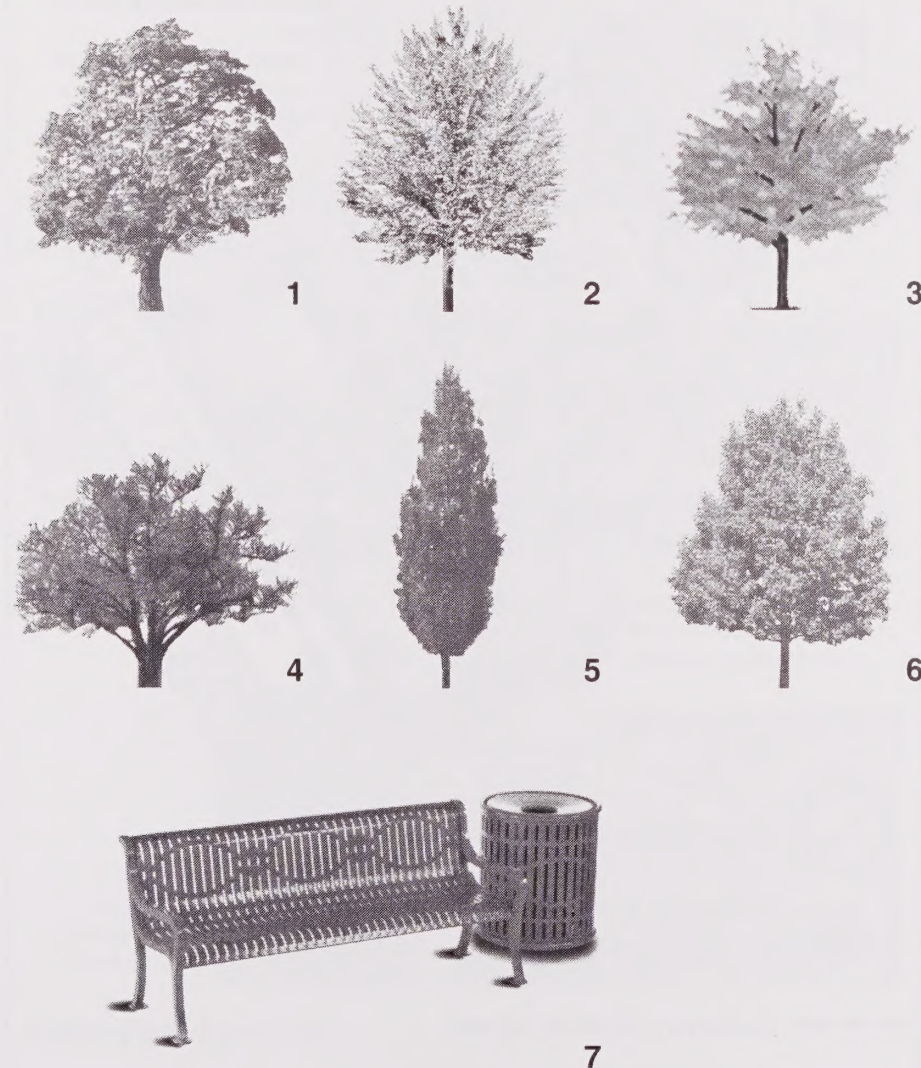
5. Median Tree, Auburn Blvd.:

English Oak,
Ht. 60', Sp. 20'.

6. Parking Lots:

Evergreen Ash,
Ht. 40'-60', Sp. 30'-40'.
Evergreen.

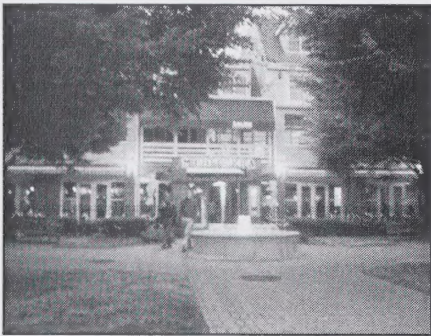
7. Trash container and bench



Design Guidelines



Above:
This mixed-use residential and commercial building in Sacramento is a similar scale as those proposed for the Gateway District



Above:
These two commercial districts are built around small squares. The squares provide a destination and social focus for the adjacent commercial buildings.

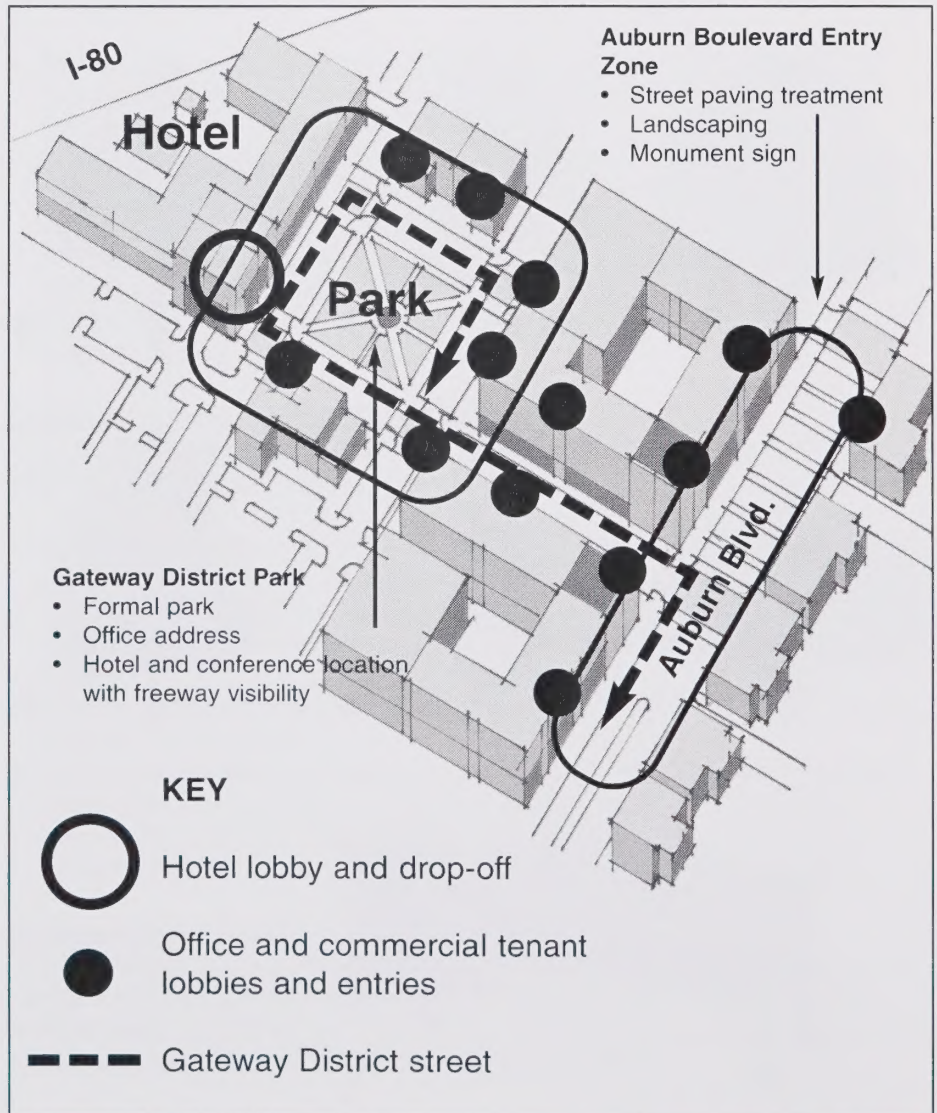
Right:
The site planning guidelines organize buildings, roads, and parking locations around common address streets.

- Landscaping shall contribute to the "sense of place." It shall enhance the definition and distinctiveness of courtyards and other public spaces.
- Planting in front and side yards shall reinforce the District's streetscape concept.
- Foundation planting shall enhance architectural and massing concepts for buildings.
- Accent planting and color shall reinforce architectural and site design entry expression.
- Screen planting shall be used around parking lots and to block undesirable views. Parking lot screen planting shall be at least 30" tall.
- Vines or ivy shall be planted to soften the sound wall along Auburn Boulevard just north of Sandlewood Drive.
- Street tree planting shall be distinct to the district.

Gateway District Transit

As business destinations, new development shall make transit use a more desirable option.

- Enhanced transit facilities shall be centrally located, visible, and integrated



Building Massing and Orientation

in the district.

- Pedestrian connections to transit facilities shall be easy to navigate, safe, comfortable, and friendly.
- Shelters and lighting shall be provided at enhanced transit stops. The design of shelters shall anticipate the number of transit patrons and their physical comfort. Shade and screening from wind and rain shall be a design consideration for transit shelter design.
- Bike facilities shall be designed for every building site.

4.2.2 Gateway District Architecture Principles and Guidelines

New buildings shall reflect both their tenants' business needs and contribute to the design objectives for the district. Commercial projects shall strive for design excellence. Building design shall be unique to the project. "Stock plan" buildings and generic designs are discouraged.



Above:

This three-story mixed-use building has a canopy and storefront edge that enhances the walking experience in the district.

Mixed-use Buildings

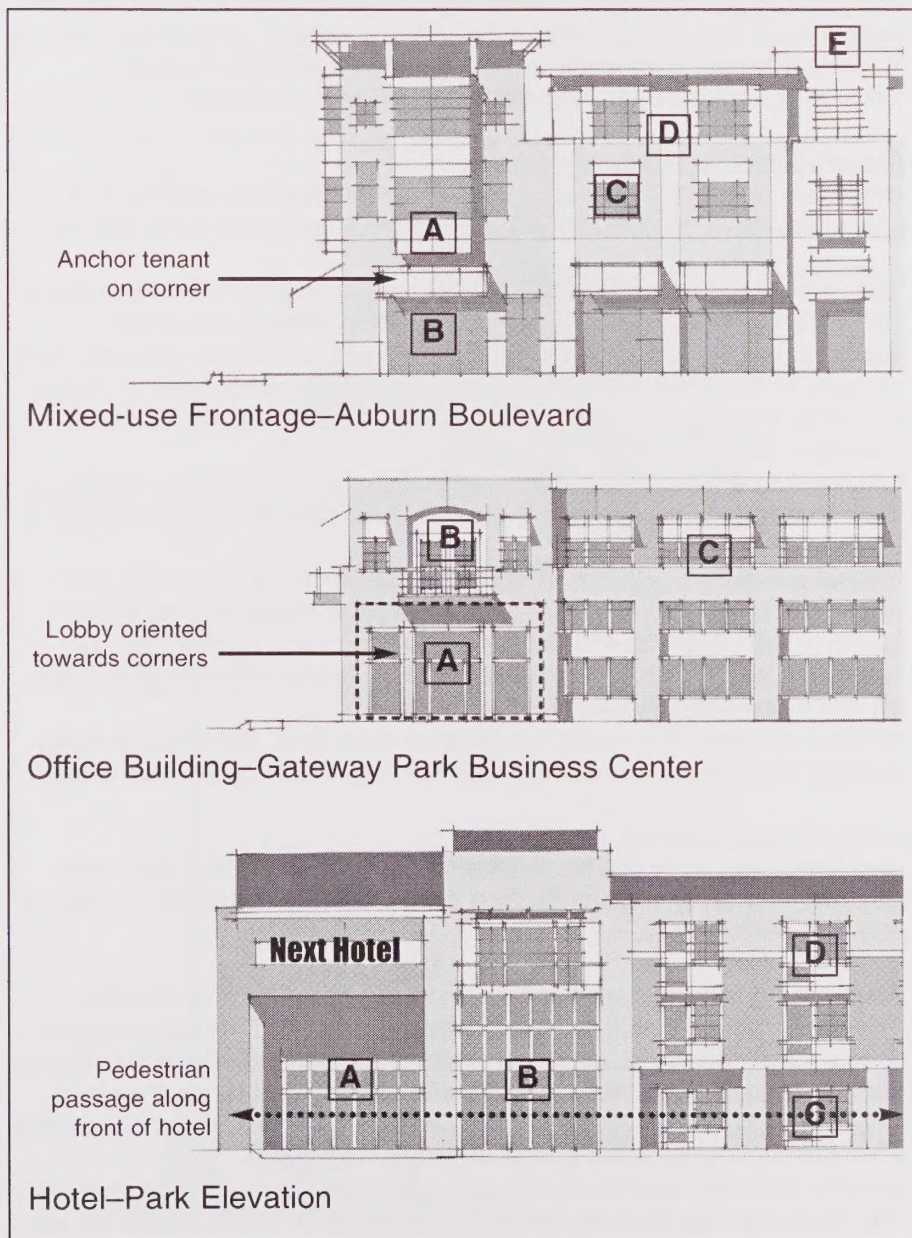
- A. Corner massing and roof feature at intersections
- B. Transparent storefronts and awnings along sidewalks and walking routes
- C. Residential units with bay windows or balconies
- D. Two-story street wall
- E. Vertical design features to break up long block faces

Office Buildings

- A. Two-story lobbies oriented towards corners and pedestrian routes
- B. Second and third-level balconies and patios are encouraged
- C. Setback upper levels when near single-story commercial development or residential uses

Hotel

- A. Lobby and hotel sign at the visual terminus of street
- B. Hotel lobby facing entry drive and park
- C. Arcade along park frontage
- D. Room balconies



Design Guidelines

Gateway District Building Form and Massing

The massing of buildings shall express a combination of the internal function and external urban design objectives for the district.

- The shape and orientation of buildings shall support overall district design concepts. This includes the framing of gateways, views, edges, and focal points.
- The massing and shape of buildings shall result in a coherent and balanced composition of roof, wall, building base and site landscape elements.
- Roofs shall be designed as integral elements of the building architecture. Flat roofs with a continuous parapet around the entire building are preferable to mansards or other superficial roof forms.
- Buildings shall be sited and oriented to create and activate public spaces. Building massing shall provide an appropriately-scaled edge for pedestrians with bay spacing, rhythm, and fenestration patterns of storefront buildings.
- Building massing shall relate to each other on both sides Auburn Boulevard. This includes setbacks, massing and orientation.

Gateway District Architectural Features

Architectural features shall reinforce the Gateway District's massing and placemaking concepts and expresses the mixed-use nature of the district.

- The vertical and horizontal bay spacing shall have a rhythm and composition in building elevations. This includes a coordinated articulation of structural elements, balconies, patios, canopies, trellis, and grillwork. Each of these shall be designed as part of the building's composition of design elements. Poorly proportioned "tacked-on" elements that do not fit the building's character are discouraged.
- Lobbies and entries shall be featured in the design of building elevations.
- Walking edges of buildings shall provide visual interest. Long stretches of blank walls are discouraged.
- Vertical elements in office buildings, such as elevators, stairways, and multi-story interior spaces shall be expressed as design opportunities. Louvers, vents, mechanical equipment, loading bays, roof venting, skylights, and other functional elements shall be hidden or deliberately treated as an architectural feature.
- Window patterns shall result in multi-level elevations. Banding a building in ribbon windows or using a monotonous "egg crate" grid is discouraged.

Gateway District Materials and Colors

Material and color selection for commercial and office buildings shall reinforce overall massing and architectural concepts while portraying a sense of quality and permanence.

- Architectural materials shall convey an image of quality and durability. Preferable facade materials include plaster, articulated pre-cast concrete panels, and masonry. Curtain wall systems with large continuous surfaces are discouraged. Concrete block, if used, shall be split faced. Precision blocks shall be used sparingly only as color or texture accents. Combining materials shall support the overall architectural concept.
- Material selection shall be appropriate for building type, location, and context. Materials that have an inherently residential or garish quality are dis-



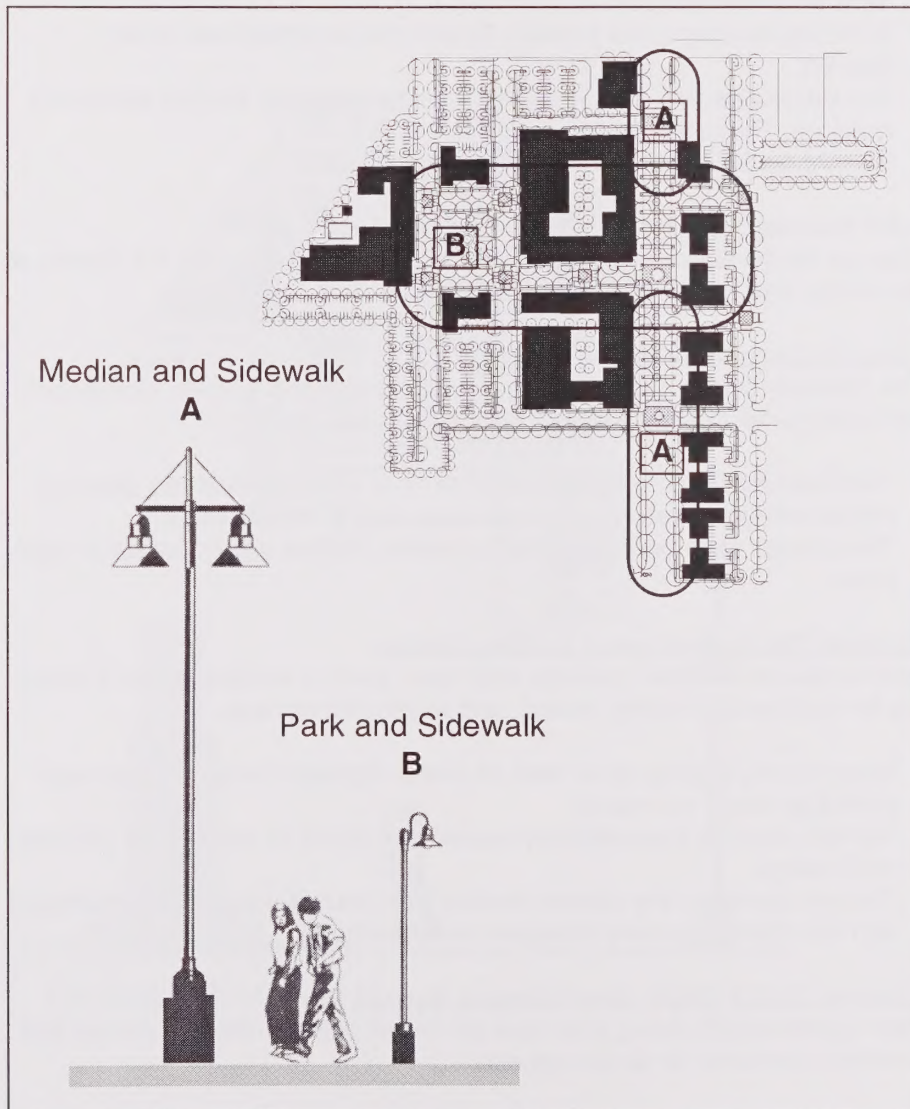
*Above:
These new two-story commercial buildings support the walking experience in their districts. Their roof form and massing responds to corner locations and includes storefronts along the streets.*

couraged.

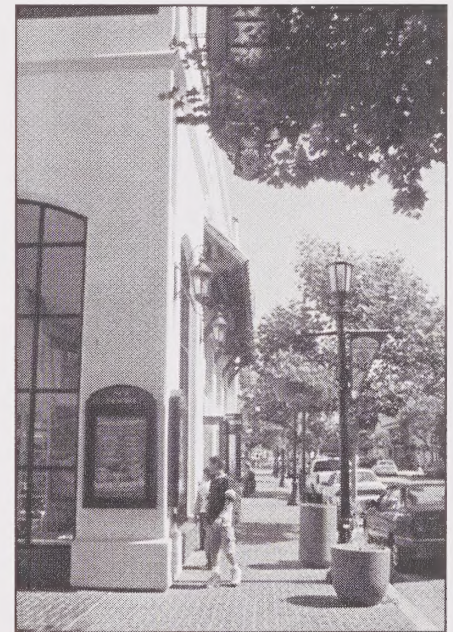
- Discouraged roofing materials include: composite shingles, painted or glazed tiles
- Discouraged wall materials include: fake stone, plywood, hardboard or vinyl materials
- Similar quality materials shall be used on all sides of office buildings.
- Window glass shall be lightly tinted or clear. Reflective and very deeply tinted glass is discouraged and never allowed on the ground floor.
- Reflective materials, such as mirrored glass and unpainted steel siding or roofs, are not permitted in the Gateway District.
- The color and textures of materials shall enhance the expression of architectural features. The pattern of wall materials shall acknowledge the scale and proportions of building elevations.

Gateway District Lighting

Every project shall have an overall lighting plan for pedestrian pathways, architectural lighting, lobbies and entryways, parking lots, and service areas.



District Lighting



Above:
Streetlighting in the Gateway District will support pedestrian comfort and safety.

Left:
The streetlighting concept includes two "zones". The Auburn Boulevard zones (A) includes lighting in the median and sidewalks. The Gateway District zone (B) is an extension of the park and commercial center with pedestrian-scaled poles and fixtures.

Design Guidelines

- Lighting shall enhance the architectural and site design concepts. Architectural lighting is encouraged. However, spillover lighting that is visible from outside the site shall be avoided.
- Lighting shall be limited to levels that are adequate for public safety without the nuisance associated with light pollution.
- Lighting in service areas shall be the minimum required for operation and shall be designed to minimize the visibility to those areas.
- Low, pedestrian-scaled fixtures are encouraged to help identify and light pedestrian routes.

Gateway District Screen Walls and Security Fences

When walls or fences are required, they shall be designed as an extension of architectural and landscape design concepts.

- Screen walls shall be architecturally treated as an extension of the building. They shall be architectural concrete block, use a cement plaster finish, or otherwise reflect the design and materials of the building. Vertical and horizontal reveals, accents, and other details shall be included.
- Screen walls along pedestrian routes or sidewalks shall be set back to allow for landscaping.
- Chain link fencing is not allowed. Razor wire or barbed wire is not allowed.
- Service and loading dock areas shall not be placed in visually prominent locations. They shall be screened from view.
- Planting on fences and soundwalls is encouraged.

4.2.3 Gateway District Signage

Signage for the Gateway District shall be designed to enhance the identity of the district and individual businesses.

Gateway Commercial Center Signage

The Gateway District shall have an overall signage and graphic identity concept that guides district, site, and building signage design.

- The Gateway Commercial Center shall have one detached city gateway monument sign located on Auburn Boulevard at the city limits.
- The concept shall provide for district identity banner signs located on light poles.

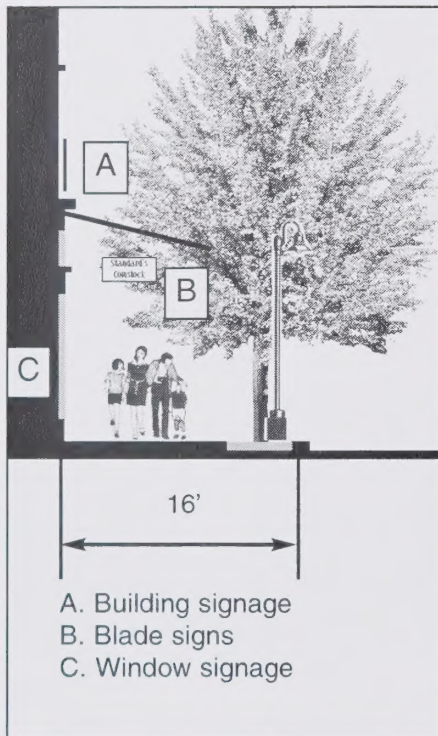
Gateway District Multi-tenant Building Signage

Multi-tenant commercial buildings shall have graphic standards and a schedule for monument, building, tenant, and wayfinding signage.

- Multi-tenant buildings shall have an overall signage design concept supported by tenant standards.
- Signage shall be systematically located and styled to support the architectural design.
- Tenants can have one exterior window sign [four (4)square feet maximum] and one blade sign [four (4)square feet maximum].

Gateway District Single Tenant Building Signage

Each commercial building shall have an overall signage design concept that provides standards for tenant signage.



Above:

The storefront edges of buildings in the Gateway District should have at least 16' of sidewalk for street trees, lighting, and seating.

Signage should work at three scales:

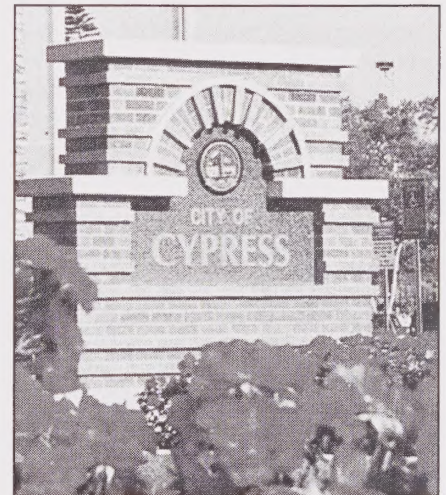
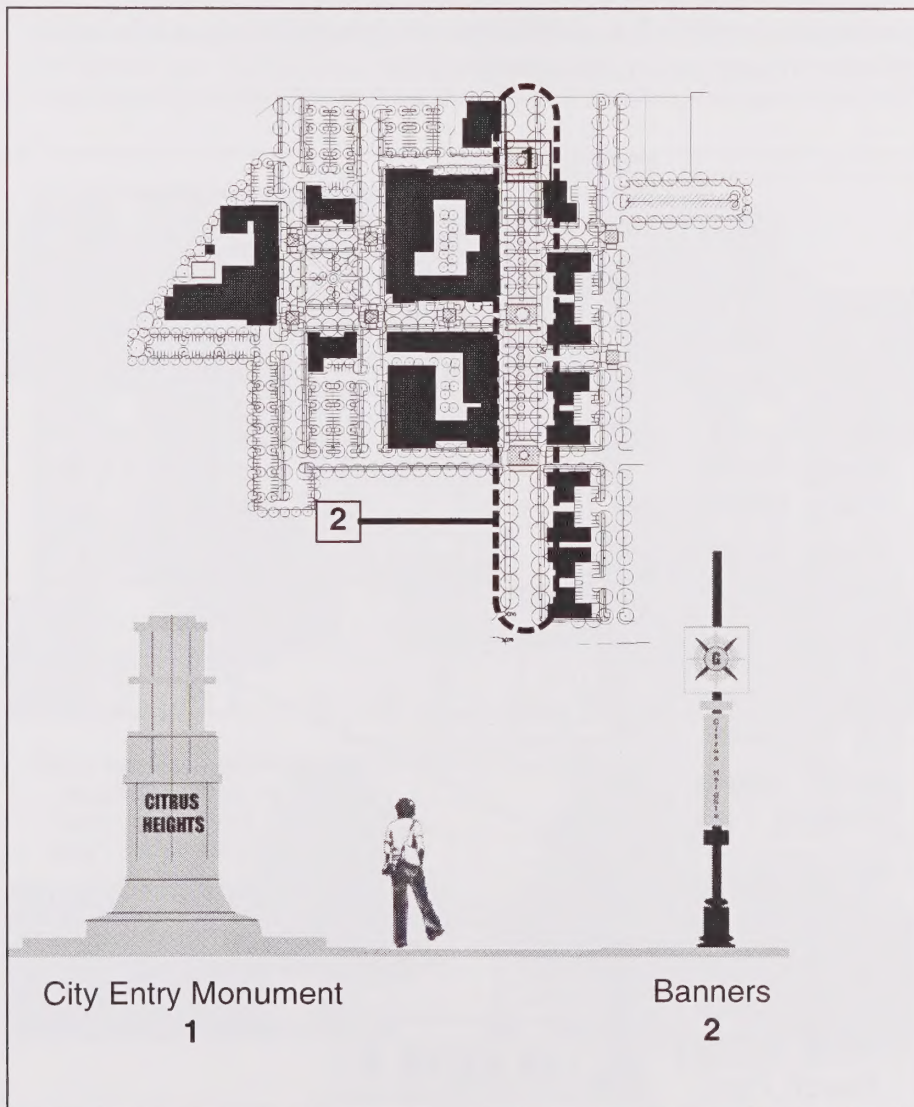
- Auto
- Street
- Storefront

- Building signs shall appear on one elevation and not be greater than one (1) square foot per five (5) linear feet of building elevation.
- Affixed signage shall be placed only on vertical surfaces below the parapet or eaves. Roof signs are not allowed.
- Corporate parapet signage shall include only the company name or logo. Naming services or products on building signage is discouraged.

Gateway District Temporary Signage

Temporary signage for commercial developments shall be designed to a high graphic and construction quality.

- Temporary signage shall be designed to reflect the same high graphic and artistic standards as permanent affixed signs.



Above:
This city monument sign is a local landmark and point of reference.

Left:
The guidelines call for two types of district signage. There is a Citrus Heights entry monument and light pole banner signage.

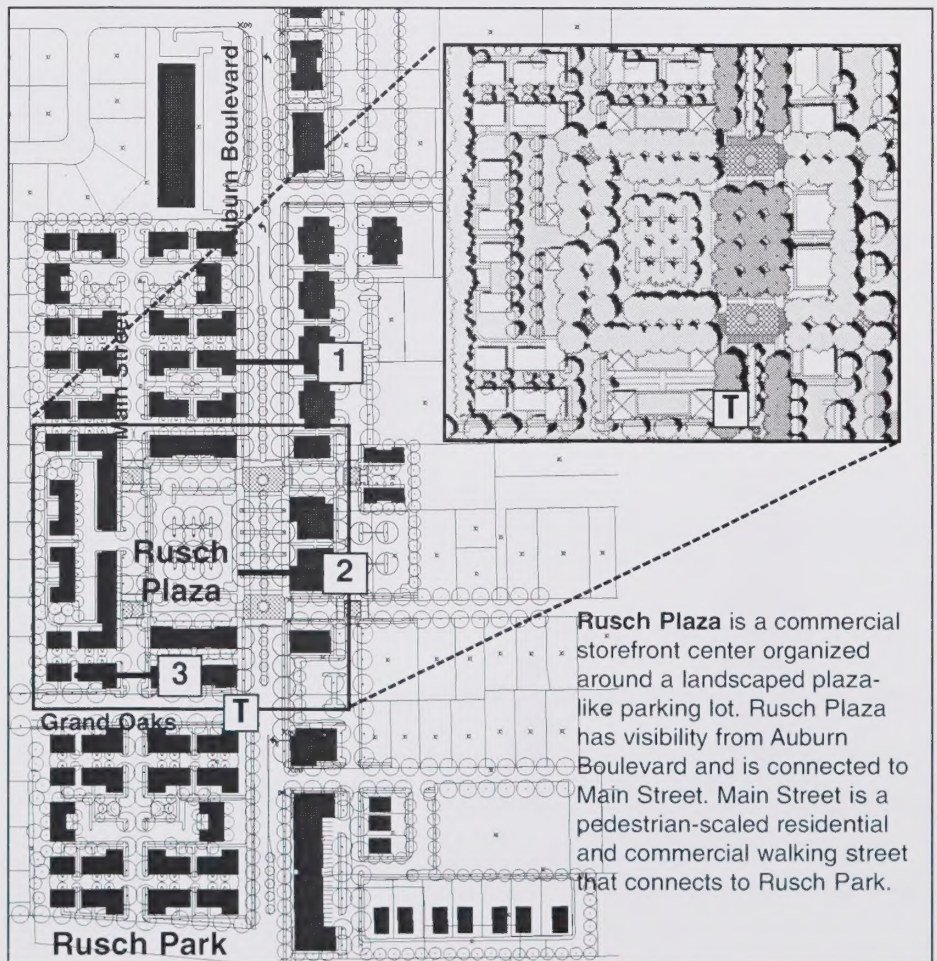
4.3 Rusch Park District

The Rusch Park Village Center within the Rusch Park District is to be a distinctive pedestrian-scaled mixed-use district. This area has traditionally played a role as a suburban community center. A shopping center was built here in 1958 that had a grocery store and a variety of other retail stores. Over time the center deteriorated and broken into multiple properties. This Plan reunites these properties as part of a phased development to create an urban village of townhouses, live-work apartments, storefronts, and connected open spaces that is linked to Rusch Park and the natural open space system. The district will connect to adjacent neighborhoods providing a social and economic center.

The following guidelines are for the Rusch Park District. These guidelines provide the qualitative requirements for public and private investment in this area.



Above:
These sketches of the Rusch Park District show the Rusch Plaza storefront area and the residential edge of Auburn Boulevard. The new projects are to provide a social and economic focus for the surrounding neighborhoods.



Rusch Plaza is a commercial storefront center organized around a landscaped plaza-like parking lot. Rusch Plaza has visibility from Auburn Boulevard and is connected to Main Street. Main Street is a pedestrian-scaled residential and commercial walking street that connects to Rusch Park.

4.3.1 Rusch Park Urban Design Guidelines

The Rusch Park District's community design framework blends a mix of uses together around well-defined, active communal spaces.

Creating a Sense of Place in the Rusch Park District

New mixed-use residential and commercial projects shall provide a social and economic focus for surrounding neighborhoods by creating a sense of place.

- Site planning for new development shall locate and connect commercial and residential uses to create a sense of community. Buildings shall shape and activate streets and public spaces. Adjacent commercial and multi-family residential uses shall be designed to create and share public spaces and streets.
- New mixed-use developments shall use open space, streets and community facilities to provide social and aesthetic focal points. The district shall have a central place such as a town square, main street, or village plaza.
- Residential projects with common open spaces shall be part of a connected neighborhood open space system.
- Communal activities, such as recreation and gathering spaces, shall be centrally or purposefully located to contribute to the social interaction of the district and surrounding neighborhoods.
- New buildings in the Rusch Park District shall be designed and oriented to



Above:
Contemporary urban live-work town-houses

Below:
Three types of streets are illustrated below. The Rusch Plaza area is the center of the district. Adjacent to Rusch Plaza are parts of Auburn Boulevard that have residential frontage. Parallel with Auburn Boulevard is Rusch Park Main Street. This mixed-use street has both storefronts and residential frontage.

Street Sections

1. Auburn Boulevard: Rusch Plaza

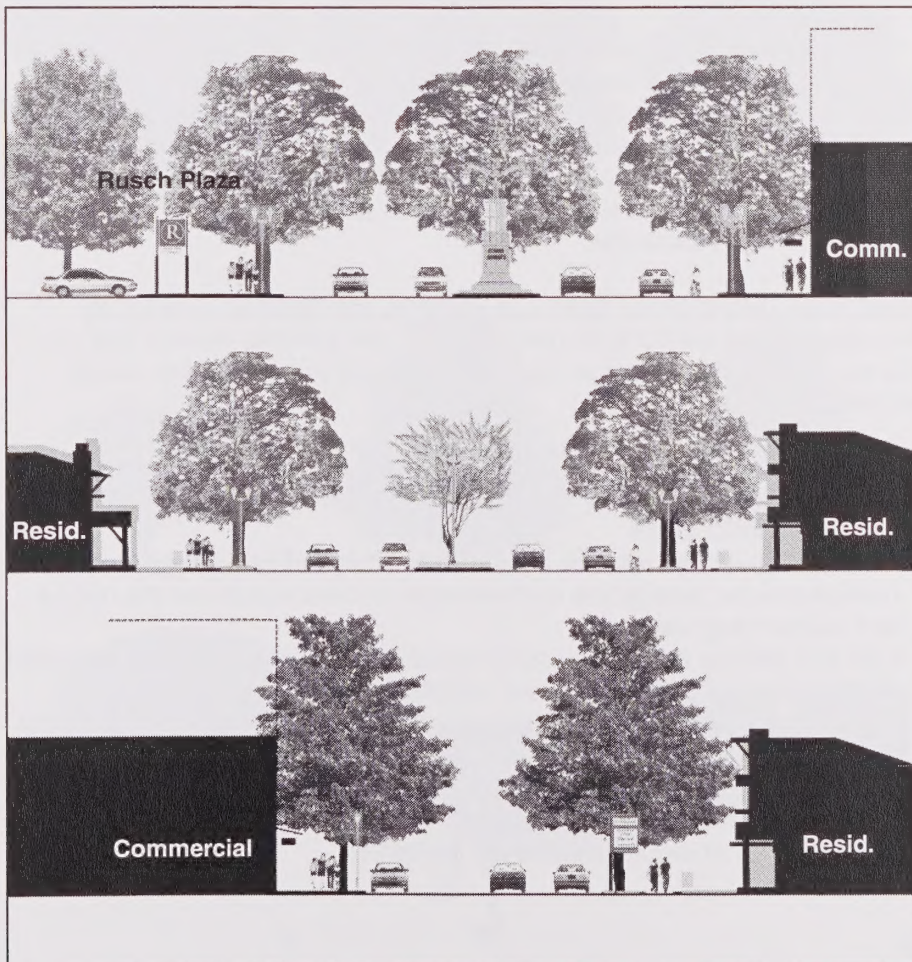
- 100' ROW
- Median monument sign
- Median planting
- 5' setback
- 2-4 stories
- Ground floor commercial

2. Auburn Boulevard: Residential Frontage

- 100' ROW
- Median planting
- 20' setback
- 2-3 stories
- Front porches

3. Rusch Park Main Street

- 72' ROW
- On-street parking
- Commercial and residential
- Storefronts and residential porches
- 0' setback for commercial
- 10' setback for residential
- 2-3 stories



Street Sections

Design Guidelines

spatially define and activate streets and common open space areas with building entries, storefronts, and pedestrian routes. Commercial storefront uses shall face public spaces and street edges.

Connections to the Community in the Rusch Park District

New projects shall be developed as an integral part of the surrounding community.

- Gateways and edges of the district shall promote landscape and street improvements as common amenities that link adjacent neighborhoods.
- No part of the district shall be gated or distinguished as an enclave.
- New projects shall provide connections between existing and new streets.
- New commercial projects and retrofit of existing buildings shall be designed so that service vehicle access maintains the pedestrian friendliness of the street.
- Concrete block sound walls are not allowed as a means to separate commercial uses from new residential uses.

Creating Pedestrian-friendly Streets in the Rusch Park District

The district shall be organized around pedestrian-oriented streets rather than driveways and parking lots.

- Pedestrian connections between commercial and residential developments shall be active and friendly. Large blank walls shall not face streets or walkways.
- The street design of individual projects shall have reflect both a functional and design hierarchy identified in this Plan.
- Primary streets in the district shall incorporate planting strips, medians, and other design features.
- Private streets shall be designed to be pedestrian-friendly.
- All Rusch Park District streets shall include an interconnected system of sidewalks and crosswalks.

Rusch Park District Block Sizes, Lot Patterns, and Building Orientation

Site plans for the district shall use block, lot, and building patterns that provide an overall organizational structure and result in a pedestrian-scaled environment.

- Traditional residential-scaled blocks (between 1 and 2 acres in size) shall be used as a reference for the pattern and scale that organize residential and commercial areas.
- Block patterns shall result in a pedestrian-scaled neighborhood that is comfortable for pedestrians and increases access options for the district and surrounding areas.
- Lots and parcels shall be reconfigured to promote orientation of residential and commercial buildings toward neighborhood streets. Lot and parcel patterns shall orient storefronts, porches, and yards to enhance the social role of district streets. Residential entries and lobbies shall face streets and common open spaces.
- Service areas for commercial uses shall be located at the edge of the site and screened to reduce impacts on residents.



Above:

This street has mature street trees and a wide sidewalk. It is located in a mixed residential and commercial neighborhood providing a destination for pedestrians.

Rusch Park District Parking

Parking in the district shall support commercial and residential requirements but with less visual prominence than auto-oriented strip commercial centers.

- Sharing driveways, using alleys, or other innovative design approaches shall be used to minimize the visual impact of residential and commercial driveways.
- Parking for commercial uses shall be located next to or behind buildings. Parking shall be divided up into smaller, landscaped lots with defined pedestrian connections.
- Residential parking shall be located in courts that are not visible from public streets, are broken up with shade trees and landscaping, and use a variety of paving materials.
- For residential uses, a maximum of four (4) garage doors (spaces) shall be allowed without a five-foot break between groups of doors.
- Residential parking garages shall be located behind the front building elevation.



Above:

Rusch Park Main Street and Rusch Plaza are to be commercial storefront streets like the photograph. The plaza and main street will service the new residential development and residents in adjacent neighborhoods.

Tree List

1. Auburn Blvd. Street Tree:

Valley Oak, Ht. 50'-70', Sp. 50'-60'.
Deciduous, Fall color.

2. Median @ Center Square:

Valley Oak, Ht. 50'-70', Sp. 50'-60'.
Deciduous, Fall color.

3. Rusch Plaza Tree:

Chinese Elm, Ht. 40'-60', Sp. 50'-70'.
Semi-evergreen.

4. Median @ Auburn Blvd.:

Eastern Redbud, Ht. 25'-35', Sp. 25'-35'.
Spring color.

5. Secondary Street Tree:

Red Maple, Ht. 60', Sp. 40'.
Deciduous, Fall color.

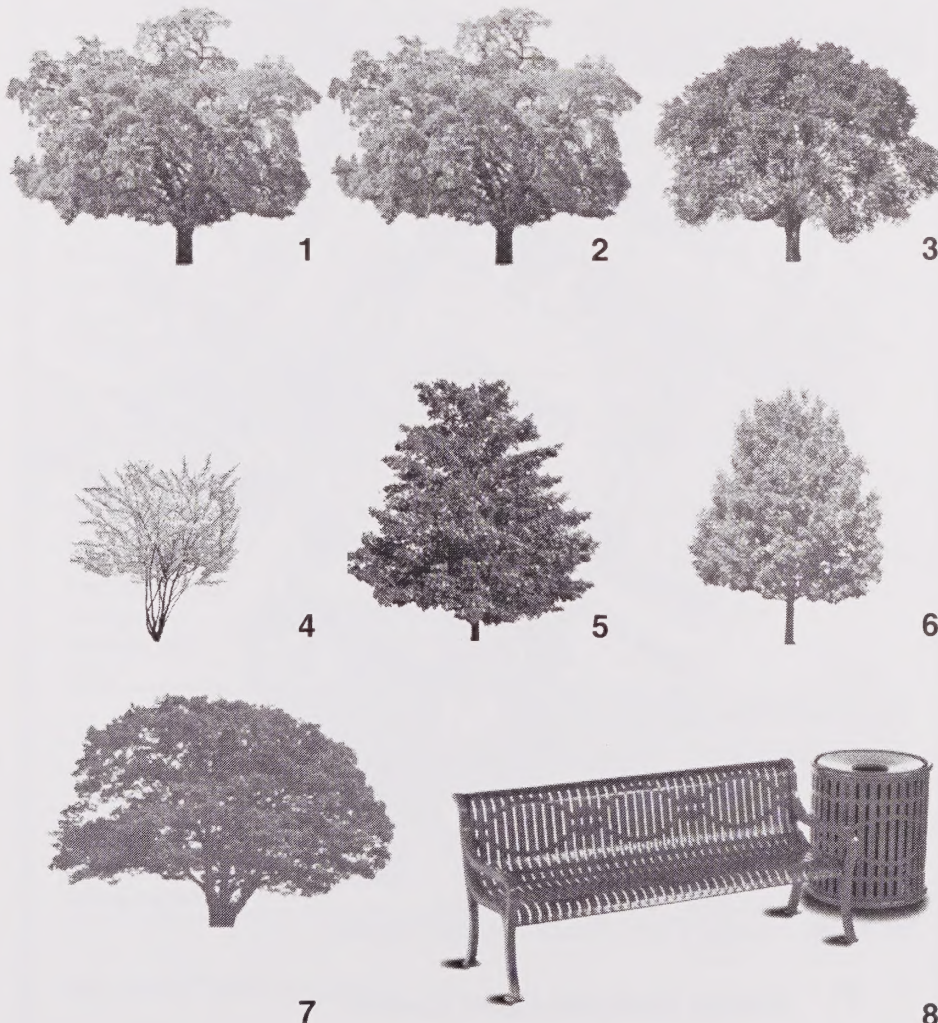
6. Parking Lot:

Evergreen Ash, Ht. 40'-60', Sp. 30'-40'.
Evergreen.

7. Grand Oaks Blvd.:

Red Oak, Ht. 60'-75', Sp. 50'.
Deciduous, Fall and Spring color.

8. Trash container and bench



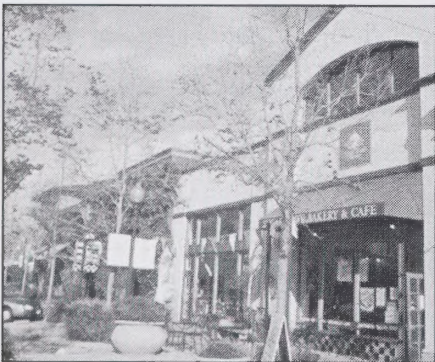
Streetscape Pallet

Design Guidelines

Rusch Park District Streetscape and Landscape

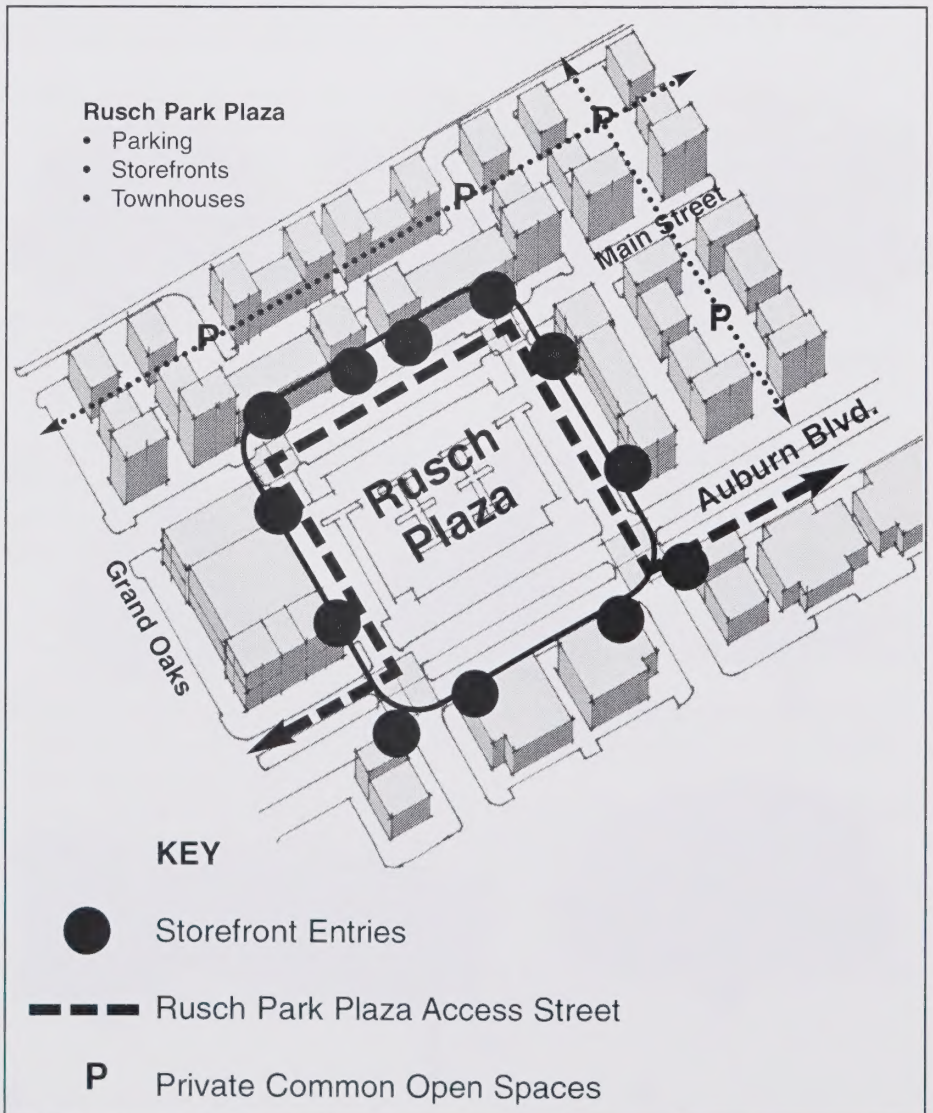
Streetscape and landscaping shall enhance pedestrian comfort and connections while contributing to overall placemaking and image objectives for the district.

- Landscape concepts shall enhance the linkages between Rusch Park and residential and commercial uses.
- Larger trees shall require wider planting strips.
- Streetscape shall enhance the identity of the district by employing a variety of trees and other plant material that contributes to each street's identity and character.
- In residential areas, projects shall include at least one street tree per lot or 40 feet of lot frontage, whichever is smaller. Trees shall be placed in planting strips, sidewalk tree wells or front yards in a manner that supports the district's comprehensive streetscape plan.
- Sidewalks adjacent to storefronts shall be wide enough to accommodate outdoor sitting areas and landscape. This shall include a combination of at least four to six feet for planting, six to eight feet for sitting, and four feet



Above:
These photos of a residential courtyard and new storefronts reflect the scale and character of a mixed-use district proposed for the Rusch Park District.

Right:
The site planning guidelines organize buildings, roads, and parking locations around Rusch Plaza.



clear for walking.

- Street trees shall be required for sidewalk areas. Trees shall be coordinated with the bay spacing and storefront design of the project.
- Street furniture and pedestrian-scale lighting shall be included in the site development planning for each project.
- Utility services and equipment shall be enclosed, buried, or otherwise concealed from view.

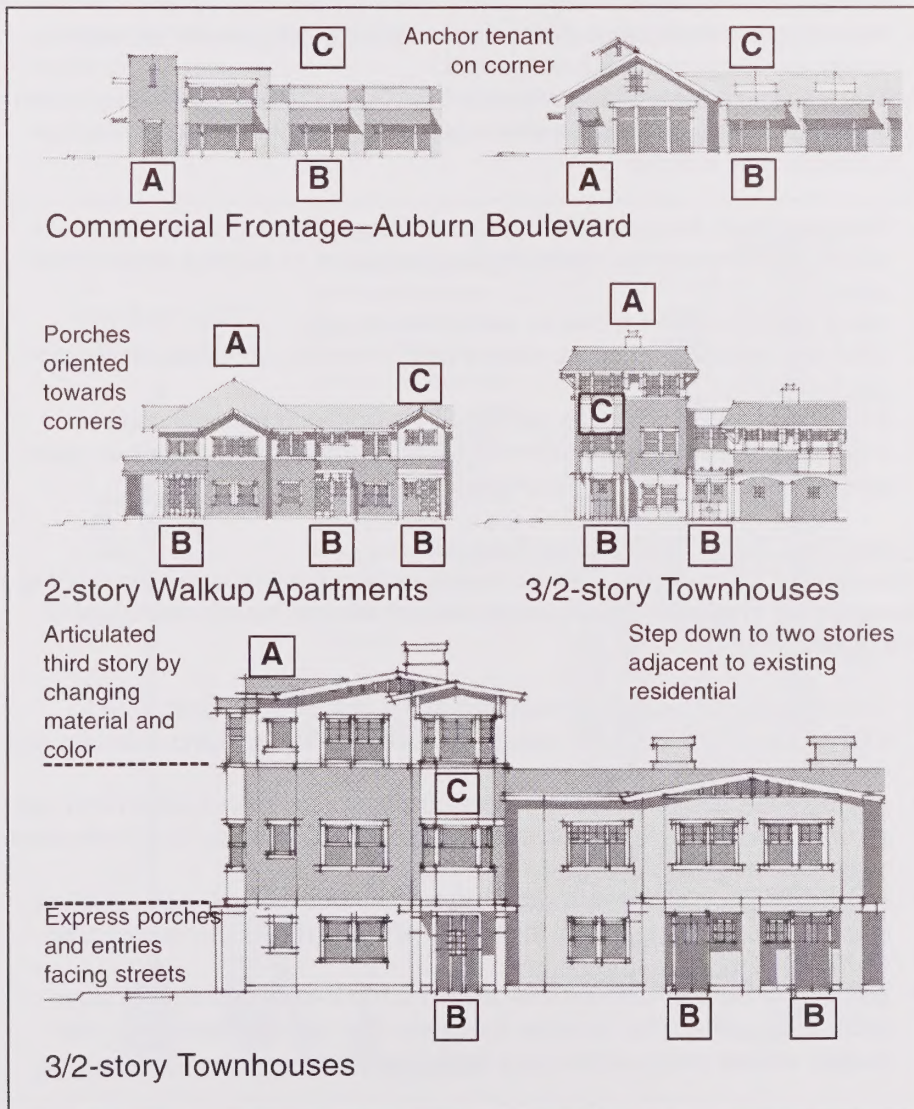
Integrating Transit in the Rusch Park District

Transit access is of particular importance for the Rusch Park District. Transit stops shall be safe, social, and centrally-located places that help energize the district.

- Pedestrian connections to transit facilities shall be easy to navigate, safe, comfortable, and friendly.
- Shelters and lighting shall be provided. The design of shelters shall anticipate the number of transit patrons and their physical comfort. Shade and screening from wind and rain shall be a design consideration for transit



Above:
These three-story condominiums are of similar scale as housing that are proposed for the Auburn Boulevard frontage.



Commercial Storefront Buildings

- A. Corner massing and roof feature at intersections
- B. Transparent storefronts and awnings along sidewalks and walking routes
- C. Signage concept addressing auto and pedestrian-scaled visibility

Walk-up Apartments

- A. Roof forms and porches towards corners and pedestrian routes
- B. Porches oriented toward sidewalks
- C. Balconies, bay windows, and porches are encouraged

Townhouses

- A. 3-story portion of buildings facing streets and corners
- B. Porches oriented toward sidewalks
- C. Balconies, bay windows, and porches are encouraged

Design Guidelines

shelter design.

- Bike facilities shall be designed into every project.

4.3.2 Rusch Park District Architecture Principles and Guidelines

Each project shall contribute to placemaking objectives for the district and surrounding community.

Rusch Park District Building Form and Massing

Massing and orientation of commercial and residential buildings in the district shall reinforce placemaking, economic, and social objectives.

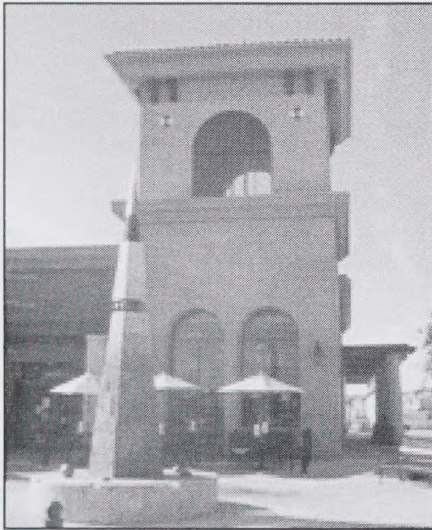
- Building form and design shall have a deliberate street and street corner orientation in the district.
- Upper levels of buildings shall have expressive design features, such as balconies and bay windows, to give the buildings rhythm and residential scale.
- Roof forms shall reflect the project's architectural context. In a commercial context, the roof may be flat or have a strong horizontal cornice element. In a residential neighborhood edge or residential context, roof forms shall include hip or gable elements.
- Roof-mounted equipment shall be concealed by enclosures that are consistent in design with the building roof.
- The massing concepts of multi-story development shall transition in scale between commercial streets and single-family residential areas. Design concepts may include:

- *Stepping down the scale and mass and increasing side or rear yard set-backs of taller buildings where they are adjacent to existing single family areas;*
- *Using residential roof forms on residential streets;*
- *Orienting units toward public streets and commons rather than neighboring backyards;*
- *Enclosing parking to reduce the impact on adjacent houses; and/or*
- *Interfacing residential and commercial development with streets or open spaces rather than sharing a property line.*

Rusch Park District Architectural Features

Architectural features and themes shall reinforce massing and placemaking concepts for the Rusch Park District and express the mixed-use nature of the district.

- Commercial and residential buildings in the district shall contribute to overall planning and placemaking objectives, while providing architectural variety.
- Residential and commercial buildings shall express their function and purpose. Transparent storefronts and bay spacing shall reflect the pedestrian scale of storefront retailing.
- Storefront edges shall be transparent with a maximum 18-inch kickplate, minimum seven (7) foot high storefront, and minimum 12-foot high transom window.
- Residential design features shall enhance the expression of individual units and houses. This includes balconies, bay window elements, roof design, entries and porches, and window patterns.



Above:

This commercial project has taller massing at the corners of the site and includes outdoor sitting areas at pedestrian pathways intersections.

Rusch Park District Materials and Colors

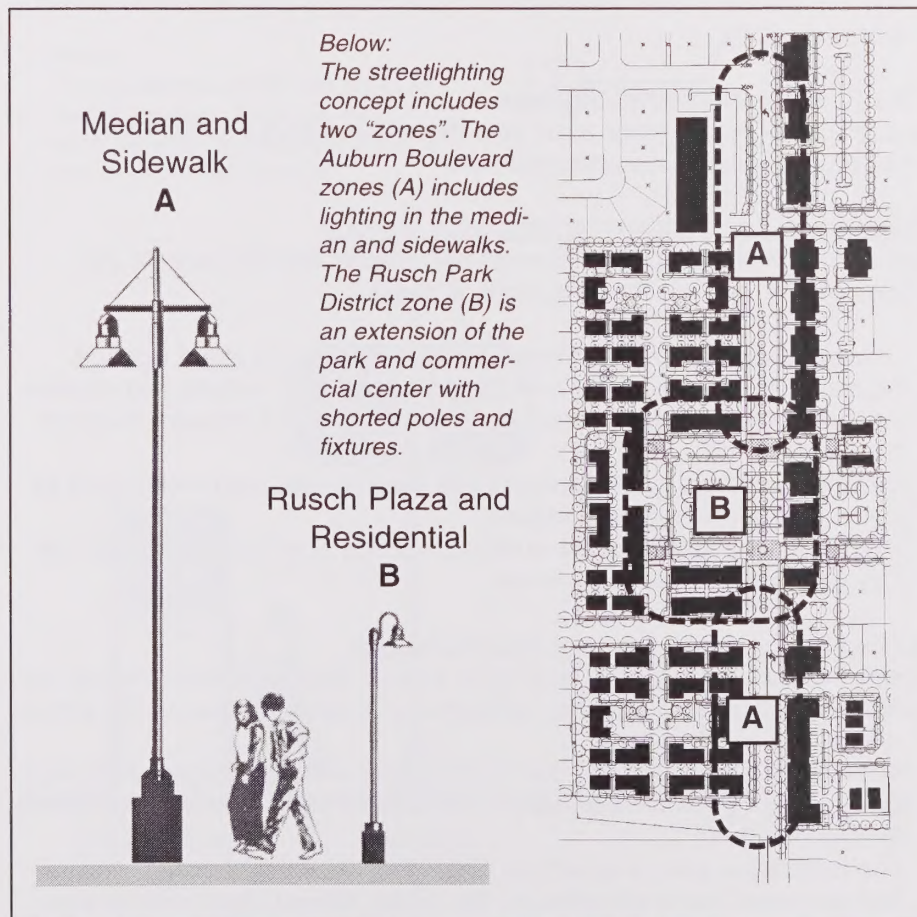
Selection of materials and finishes shall support architectural and massing concepts for the district.

- Commercial frontage portions of projects shall utilize materials and colors that support retailing and image objectives for shopping environments.
- Portions of mixed-use projects with residential frontage shall use colors and materials that enhance the project's architectural concepts.
- Architecture within each project shall use a palette of materials that convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial, or garish quality. These materials shall not be used in new construction or renovation:
 - *Roofing materials: glazed or painted tiles, highly reflective metal or sheet materials*
 - *Wall materials: vinyl, metal, plywood, T-111 siding, masonite or other sheet materials*
- Wood or hardboard siding, if used, shall be shiplap or board-and-batten.
- Shiplap shall be installed so there are no visible joints. Board-and-batten shall be installed so there are no visible joints in the underlying "board" material.
- Painted surfaces shall use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone.



Above:

This three-story townhouse development orients towards the street, includes balconies, and has a variety of massing and roof forms.



Design Guidelines

Rusch Park District Lighting

Lighting concepts shall be an integral part of the overall district design and enhance pedestrian and automobile circulation, open space, and storefront shopping.

- Lighting on commercial building elevations shall support overall objectives for the street and storefront design.
- Elevations with residential front porches shall have individual lights that illuminate entries and walkways.
- Lighting in service or common areas shall be shielded from adjacent residential units.

Rusch Park District Walls and Fences

When walls or fences are needed, they shall be designed as an extension of architectural and landscape design concepts.

Rusch Park District Service Areas

Service and loading dock areas shall be placed in locations that are not visually prominent and screened from view.

- Loading areas shall be located to the rear of buildings or inside side yards. Loading areas shall not be visible from public streets or adjacent buildings.
- Trash bins and compactors, utility meters, transformers, and other service elements shall be enclosed or otherwise completely concealed from view. Service elements shall be designed as an integral element of the project's architecture.

4.3.3 Rusch Park District Signage

Rusch Park District signage shall help define the district's identity and address at a pedestrian's pace and scale.

Rusch Park District Image and Directional Signage

The district shall have overall signage and graphic identity concept that guides district, site, and building signage design.

- Overall image and design themes shall be reflected in street signage. Signage should support the merchandising needs of tenants and wayfinding, and graphic identity objectives for the district and adjacent neighborhoods.
- District identity and wayfinding signage shall be designed and located as part of an overall signage concept.
- Placement and maintenance of district signage shall be coordinated with City General Services Department.

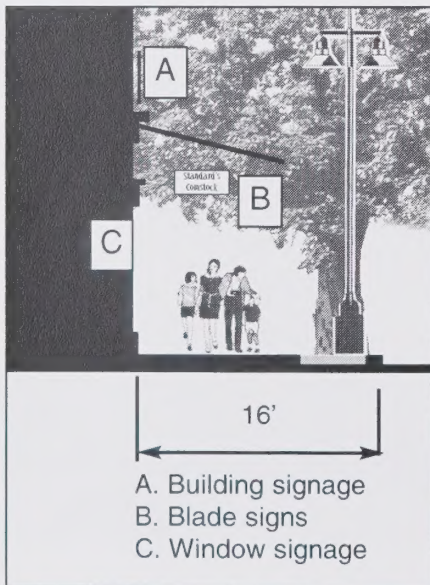
Rusch Park District Multi-tenant Project Signage

Rusch Park District buildings shall have graphic standards and schedule for building and tenant signage that reinforce the pedestrian scale of the district.

- Multi-tenant buildings in the district shall have an overall signage concept.
- Large, garish signs unnecessary to the commercial use of a village center are discouraged.
- The cumulative area of all affixed signs shall not exceed one (1) square foot per linear foot of storefront in the center. Affixed signs shall be com-



Above:
This district directional sign provides a map and information about businesses in the surrounding district.



Above:
The storefront edges of buildings in the Rusch Park District should have at least 16' of sidewalk for street trees, lighting and seating.

Signage should work at three scales:

- Auto
- Street
- Storefront

posed of individual characters. Cabinet signs are discouraged.

- Individual characters shall be no greater than 18 inches in height for minor tenants. Major tenants shall be reviewed on a case-by-case basis. Generally, major tenant signage over 36 inches in height is discouraged.
- Affixed signs shall be placed only on vertical surfaces below the eaves or parapet line. Rooftop signs are prohibited.

Rusch Park District Storefront Signage

Storefront signage shall reinforce the pedestrian orientation of storefronts.

- Awning signs are allowed with graphics and signage and limited to vertical surfaces. Awning signs shall count against cumulative areas for affixed signs.
- Suspended blade signs are allowed under awning or canopies. Each face shall not exceed six (6) square feet and counts against the cumulative allowable area of affixed signage for each storefront.
- Window signage cannot exceed four (4) square feet and shall count against the cumulative allowable area of affixed signage for each storefront.

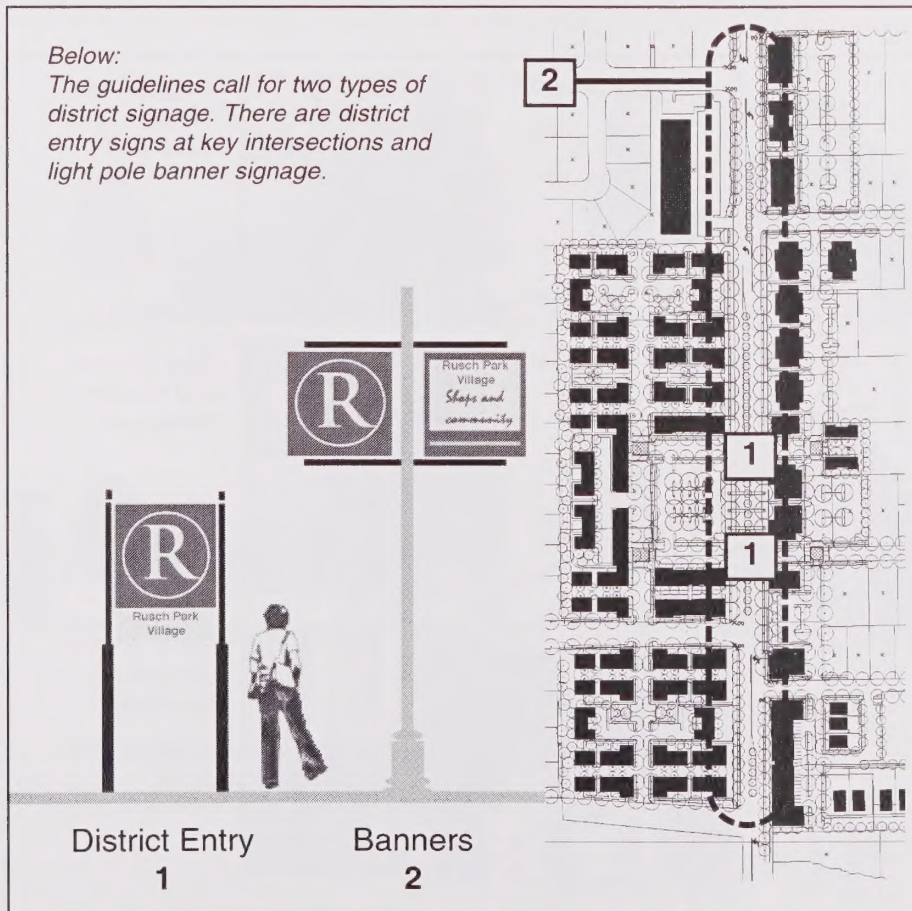


Above:

This new storefront street is adjacent to a residential neighborhood providing services and amenities.

Below:

The guidelines call for two types of district signage. There are district entry signs at key intersections and light pole banner signage.



Signage

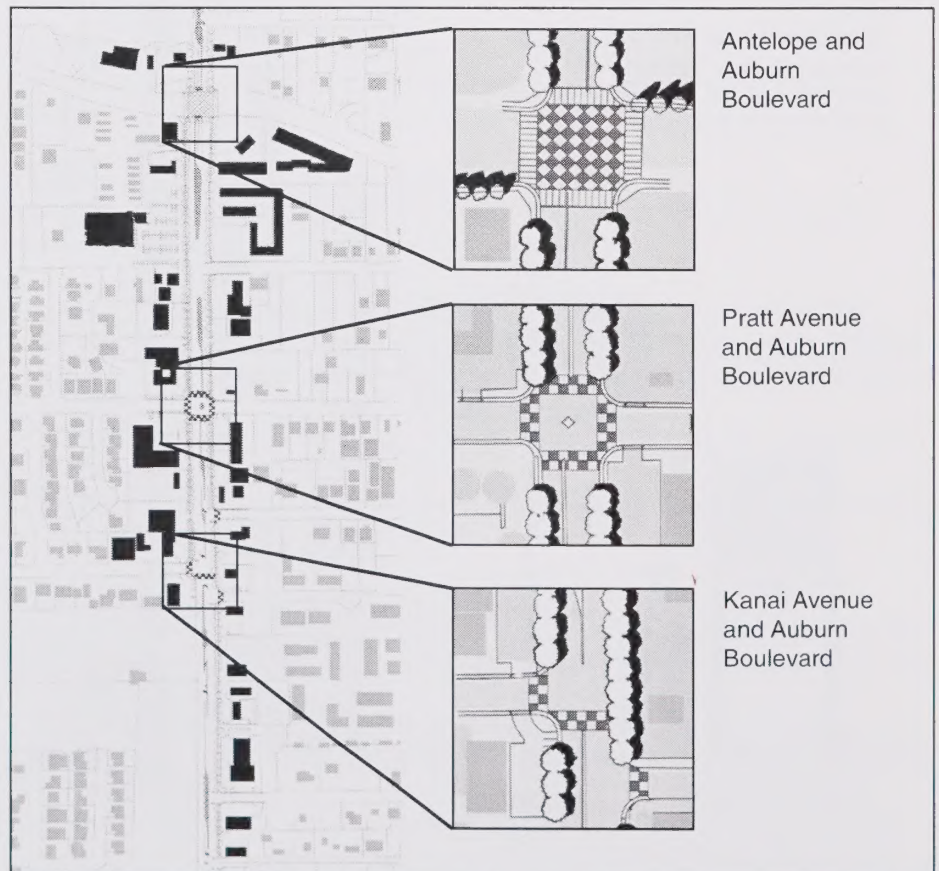
4.4 Lincoln 40 District

The Lincoln 40 District is a small-lot commercial area that has traditionally provided auto-oriented services reflecting Auburn Boulevard's highway-era economy. The Lincoln 40 District celebrates Auburn Boulevard's history as the former Lincoln Highway. This cross-national road connected Citrus Heights to other communities and today, the Boulevard historically reflects the commercial uses of the highway's past. The district still features many "American Graffiti"-type uses including auto part sales and repair. This area is to continue to provide opportunities for small businesses while working to improve parking and pedestrian connections. The Boulevard Plan seeks to diversify the types of uses (e.g., restaurants, specialty garden supply stores, home furnishings and improvement stores, sporting goods stores) while reconnecting individual parcels and emphasizing pedestrian access and overall image enhancement.

The following guidelines are for the Lincoln 40 District. These guidelines provide the qualitative requirements for public and private investment in this area.



Above:
This sketch of the Lincoln 40 District portrays the experience of walking along Auburn Boulevard. Ahead is a commercial building at the corner. To the left is a parking lot wrapped in commercial storefronts. Canopy trees are located in the planting strip along the Boulevard and a low shrub screen blocks view of parked cars.



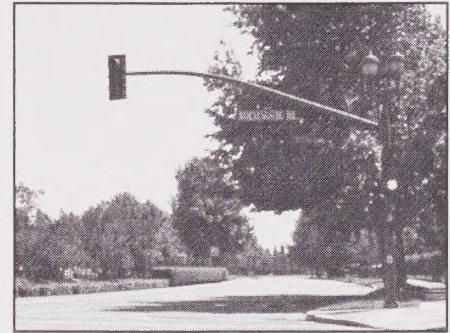
4.4.1 Lincoln 40 District Urban Design Principles and Guidelines

The Lincoln 40 District shall be developed as a distinctive and competitive address with an emphasis on making things better for pedestrians and enhancing connections to the surrounding community.

Lincoln 40 District Design Framework

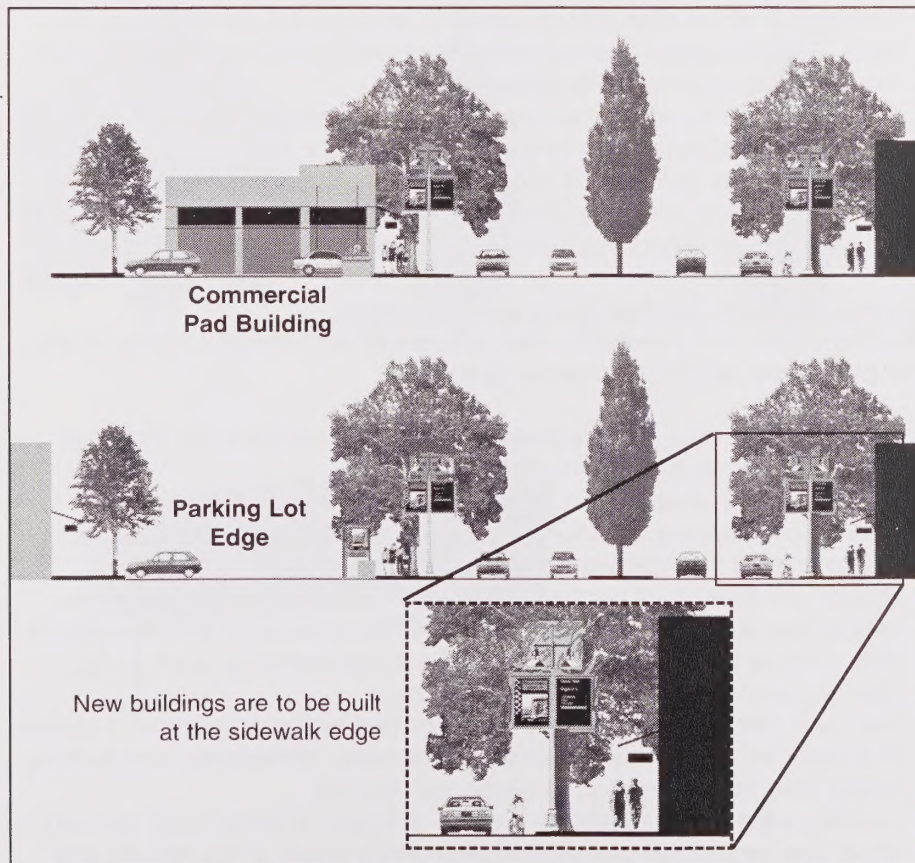
Renovated properties and new commercial buildings and centers shall be designed to reinforce planning and design objectives for the Lincoln 40 District an neighborhood.

- Renovated and new commercial buildings and centers shall be planned and designed so that the site plan and shape of buildings contribute to the district's identity. This could include consideration of the orientation of buildings, composition of roof forms, and architectural treatments.
- The frontage of Auburn Boulevard and connecting side streets shall be enhanced by the design of commercial buildings and centers. They shall improve streetscape, building edge and land use continuity.
- Building and parking setbacks shall be designed as an extension of the urban design concept for the district and neighborhood. This includes the depth, edge treatment, pedestrian facility and landscaping of setback areas.
- Building storefront edges shall connect to adjacent properties as part of a continuous pedestrian walkway system.
- Renovated and new commercial buildings and centers shall have signage and graphic identity concepts that support both project and district planning and economic objectives.



Above:
Example of boulevard landscaping is seen above.

Below:
These two sections indicate variations in street edge conditions that would be found along Auburn Boulevard in the Lincoln 40 District. The top section shows a commercial pad building and storefront condition. The lower section shows parking lot and storefront conditions. Both sections assume curb cut consolidation with inter-parcel driveway connections.



Street Sections

1. Auburn Boulevard: Pad and Storefront Edge

- 94' ROW
- Median planting
- Consolidated curb cuts
- Pad buildings and storefronts along sidewalks
- 5' setbacks for buildings
- 5' landscape screen along parking lot edges
- 1-2 stories

2. Auburn Boulevard: Parking Lot and Storefront Edge

- 94' ROW
- Median planting
- Consolidated curb cuts
- Pad buildings and storefronts along sidewalks
- 5' setbacks for buildings
- 5' landscape screen along parking lot edges
- 1-2 stories

Design Guidelines

Lincoln 40 District Roadway Design and Streetscape

Landscape and signage for every project shall contribute to the implementation of streetscape principles and concepts for the Lincoln 40 District.

- Renovated and new commercial buildings and centers shall have an interconnected system of roadways, pedestrian walks, and sidewalks. This system shall connect to the district and neighborhood.
- Commercial buildings and centers shall possess an overall landscape and streetscape concept plan. The plan shall reinforce the placemaking, connections, and shopping environment objectives for the project and district.
- Projects shall provide an overall street lighting and furniture concept plan that is coordinated with Auburn Boulevard streetscaping. The plan shall identify types and location of lighting fixtures and furniture. The lighting and furniture shall be a coordinated design “family” with color and style that complements site and architectural concepts.
- Roadway and street design shall incorporate various methods of traffic calming to support pedestrian circulation objectives. This could include changing paving materials in crosswalks.

Lincoln 40 District Building Setbacks and Alignments

New buildings in the Lincoln 40 District shall have setbacks that support streetscape, circulation and image objectives for the district.

- New buildings and centers shall be designed so that building edges align with adjacent projects and sidewalks so that they support overall urban design objectives for the district and shape and activate spaces and streetscapes.
- Buildings shall be sited and designed to reinforce the pedestrian experience. Building edges shall be transparent and provide a visually interesting shopping experience for pedestrians.
- Building setbacks shall contribute to overall streetscaping concepts for the district. The setbacks shall be sized to support the size and spacing of trees and visual continuity of the district.
- When necessary, setbacks shall provide for landscape screening of parking and loading areas. This could include trees, shrubs, or trellis.

Lincoln 40 District Building Edges and Storefronts

Building edges and storefronts shall be planned and designed to be an integral part of the district’s pedestrian system.

- Whenever possible, new development shall be located at the sidewalk edge to enhance the pedestrian experience.
- Building edges shall contribute to a safe, comfortable and interesting pedestrian shopping experience. At least eight (8) feet of unobstructed sidewalk shall be provided along storefront edges.
- Display windows shall comprise at least 33 percent of the width of the facade that faces a public street. When large blank walls are unavoidable, they shall be articulated with three-dimensional elements, such as planters, and soften with vines and shrubs.
- New and renovated commercial buildings and centers shall have a system of connected storefronts and entries. Sidewalks, streetscape and building edges shall be designed in a coordinated fashion.
- Building edges and storefronts shall be designed to reflect both auto-oriented and pedestrian-oriented merchandising needs of the tenants and



Above:

The roadway project and consolidation of driveways allows the planting of trees and widening of the sidewalks providing a shady and safer walking experience along the boulevard.

district. Pedestrian comfort shall not be sacrificed by an auto-oriented design approach.

- Corner and mid-block pad buildings shall be oriented toward the street. Drive-thru windows and parking shall not isolate the building from the sidewalk or connecting walkways.

Lincoln 40 District Parking Lots and Driveways

In order to provide interconnectivity between sites, parking lots and driveways shall be planned to reduce the number of curb cuts and designed to support pedestrian, safety, connections and comfort.

- New and renovated commercial buildings and centers shall be planned to reduce the number of curb cuts and driveways. Projects shall share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.
- Projects shall have a hierarchy of primary and secondary drives and roads. Primary driveways shall be designed as streets. This includes designing pedestrian sidewalks, streetscape and lighting to improve wayfinding, reinforce site design and pedestrian connection concepts.
- Parking lots and driveways shall provide pedestrian connections to store-fronts. Dedicated walkways through parking lots and sidewalks shall be included in the design of access roadways.
- Traffic calming techniques shall be employed in parking and driveway areas to support pedestrian circulation concepts.
- Parking lots shall include shade trees. There shall be a minimum of one tree per six (6) parking spaces. Tree selection, planting approach and irri-



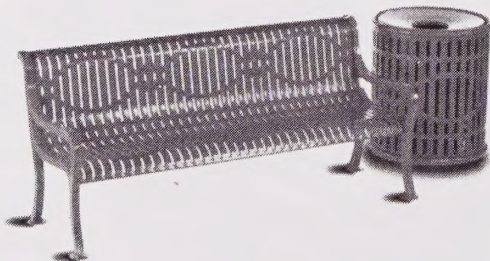
1



2



3



4

Tree List

1. Auburn Blvd. Street Tree:

London Plane Tree, Ht. 40'-80', Sp. 30'-40'. Deciduous.

2. Median:

Upright English Oak, Ht. 30'-50', Sp. To 15'. Deciduous.

3. Antelope Accent:

Upright English Oak, Ht. 30'-50', Sp. To 15'. Deciduous.

4. Trash container and bench

Design Guidelines

gation shall provide for rapid growth and sustained health of shade trees. Small ornamental trees are appropriate for accent planting but shall not be used shade trees. Parking lot trees shall be spaced and selected so the canopy covers at least 50 percent of the paved area within 10 years.

- Service windows and stacking lanes for drive-thru business shall not face public streets.

Below:

This pharmacy franchise is located along a busy boulevard street. It orients its entry and storefront edge towards the street and sidewalk.



Right:

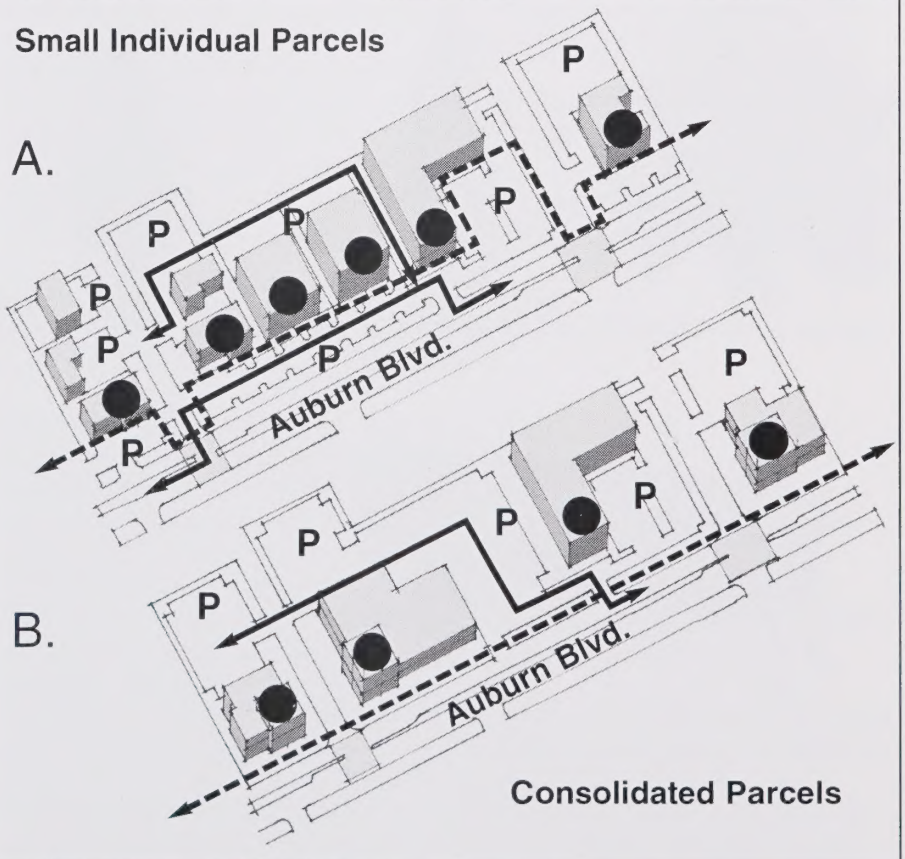
This illustration shows how consolidation of curb cuts would be accommodated. Drawing A shows how a series of small parcels could be connected by sharing driveways and pedestrian edges. Drawing B shows the same area with larger consolidated parcels with buildings located along the sidewalk.

Lincoln 40 District Landscaping

Landscape design shall be a defining feature for every project that contributes to the community's health, image, and pedestrian comfort.

- The design of landscaping for commercial projects shall reduce the creation of heat islands. Landscaping shall provide softscape areas in place of paving and provide shade. All site areas not covered by structures, walkways, driveways and parking shall be landscaped.
- New and renovated commercial projects shall use landscaping to reinforce overall site and architectural design concepts for the project and surrounding neighborhood. This includes a hierarchy of canopy trees, accent/flowering trees, shrubs and groundcover. Generally, drought tolerant planting shall be used. Irrigated planting shall be used strategically where a small amount of color and character can make the best contribution to the project.
- Special hardscape, such as pavers, stained concrete, and stone, shall be used to identify pathways and gathering places in projects.
- Landscaping shall be used to enhance and soften screening of loading and parking areas. It shall also be used to help frame views and edges.

Small Individual Parcels



KEY

Business Entry ●

Walking Edge - - - - -

Connected Driveways ————

Parking Lot P

Building Massing and Orientation

- The landscape plan shall identify locations and infrastructure support (i.e., lighting, power, water, etc.).

Lincoln 40 District Integrating Transit

New commercial development and renovation of existing centers and buildings shall be planned and designed to facilitate access to transit.

- New and renovated commercial projects shall be clearly connected to transit services. Sidewalks shall provide direct access to transit stops. Special considerations for patrons shall be taken in to account, such as shopping cart storage near bus stops.
- Transit stops shall be conveniently and centrally located. They shall be easy to find and colocated with commercial services and amenities.
- Transit stops and connecting pedestrian routes shall be well lit and visible.
- Bicycle parking shall be designed into the site plan of every project.

Lincoln 40 District Transition to Residential Areas

New and renovated projects shall be designed to enhance adjacent residential neighborhoods. Projects shall be designed to reduce the visual, noise and use impacts on adjacent residential areas. Screen walls are generally regarded as mitigation for poor site planning.

- New and renovated commercial projects shall enhance the connections to Auburn Boulevard. They shall provide streetscape, sidewalks, building setback and storefront design that link residential streets to Auburn

Below:

This commercial pad building with a restaurant chain tenant is located at a busy intersection. It has a corner entry, outdoor seating and storefronts that address the sidewalk.



Commercial Pad Buildings

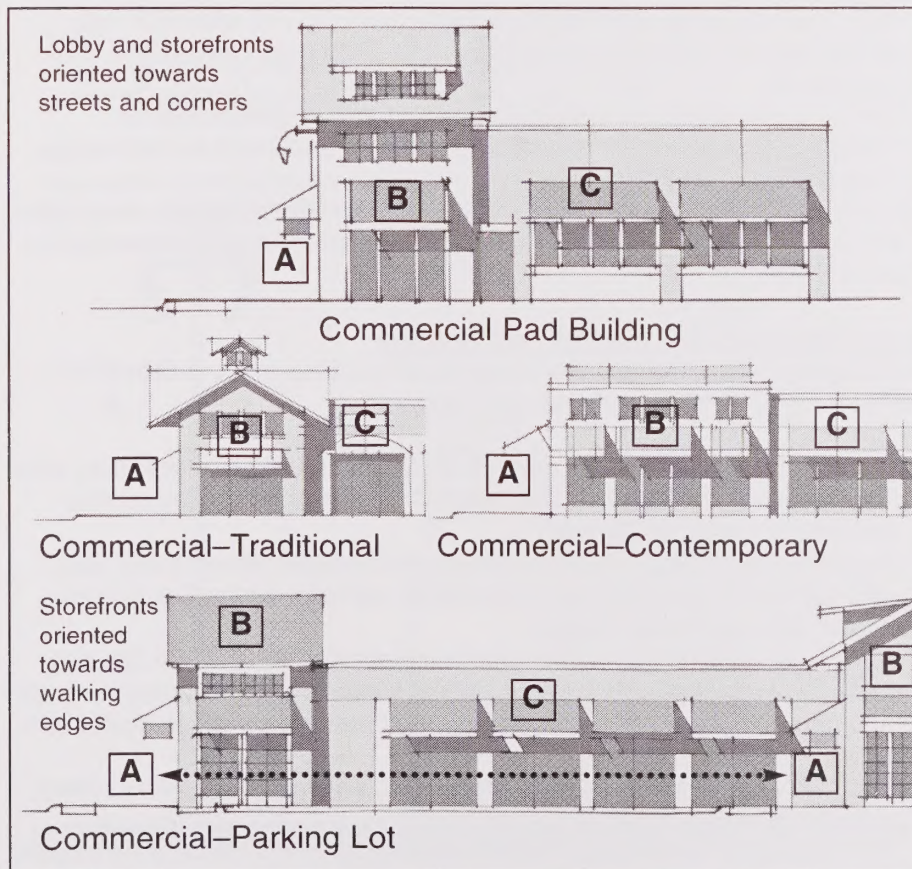
- All commercial buildings should face the street
- Building corners and street edges should have architecture features to add interest and scale
- Transparent storefronts and awnings along sidewalks and walking routes should connect the pad to adjacent buildings

Commercial Architecture

- Storefront street edge
- Architectural theme elements
- Transparent storefronts and awnings or canopies

Commercial Facing Parking Lots

- Commercial center should have storefront edges along walkways
- Building corners and street edges should have architecture features
- Transparent storefronts and awnings along sidewalks and walking routes should wrap parking lots and connect the center to adjacent buildings and parking



Architectural Features

Design Guidelines

Boulevard. Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.

- New and renovated commercial projects shall provide a site plan that supports the design and pedestrian access objectives for contiguous residential streets.
- New projects shall respect the scale and proximity of adjacent residential neighborhoods by reducing building height, increasing setbacks, and providing a more friendly building orientation.
- Placing loading and service areas adjacent to residential areas is discouraged. Site circulation routes and loading areas shall be screened and set back from residential areas. Where screening walls are required, they shall be designed as a natural extension of the architectural and landscaping concepts for the project.

4.4.2 Lincoln 40 District Commercial Architectural Design Principles and Guidelines

New projects and renovation of existing buildings shall contribute to the design objectives for the Lincoln 40 District.

Lincoln 40 District Architectural Design Concepts

Every renovation and new commercial project shall pursue architectural themes that are compatible and further the image and economic goals for the district and adjacent neighborhoods.

- For multi-tenant buildings, design themes shall express tenant spaces, bay sizes, roof elements, and other features shall be expressed as design opportunities.
- New and renovated commercial projects shall strive to introduce new design themes and concepts emphasizing pedestrian comfort and interconnectivity.
- New or renovated freestanding commercial pad buildings shall be designed to blend the merchandising needs of the tenant as well as the image objectives for the district.
- Renovated or new commercial projects in a residential context shall reflect the architectural traditions, scale, and character of the adjacent neighborhood.

Lincoln 40 District Building Form and Massing

Building massing and orientation shall result in a pleasing and coherent composition of building elements and spaces.

- Projects located at key intersections shall be designed to reflect their visual prominence. Taller corner elements, roof forms, and building entries shall orient toward the corner.
- The placement and shape of buildings shall support placemaking objectives for the district. Buildings shall shape, enclose, and define spaces, streets, and pedestrian edges.
- A coherent family of roof forms shall support urban design and site concepts. This could include creating gateway elements or reducing the scale of large buildings to better fit a fine-grained commercial or residential context.
- Roof forms or parapets shall be continuous, not superficial forms limited to the most visible areas.
- The massing of commercial centers shall result in well-proportioned build-



*Above:
These retail buildings include tall corner design features at corners.*

ings. Bay spacing, horizontal and vertical rhythms shall have a pleasing composition.

- Long, unbroken blank walls are discouraged. Every side of buildings shall have a similar approach to design and detail.
- Corner bay articulations, stepping and varying wall planes, raising and lowering parapet walls, and trellises can be used to reduce the visual monotony of buildings. Mixing one and two-story forms is strongly encouraged as a way to increase visual interest.
- Canopies, arcades and other architectural treatments can be added to buildings to give tall walls a pedestrian-friendly scale.

Lincoln 40 District Architectural Features

The architectural design of commercial projects shall have design elements that establish appropriately-scaled buildings and frontages within the district.

- Franchise architecture, such as pseudo-historic styles or “trademark” roof shapes, which sacrifice the integrity of a project or the ability of a district to promote a single tenant, is strongly discouraged.
- The composition of building elevations shall elaborate on massing and urban design objectives for the district.
- Renovated and new commercial projects shall employ architectural concepts that have a unifying design forms, architectural elements, details and materials. All facades of buildings shall draw on the same vocabulary.
- Integrated base wainscoting, cornices, canopies, awnings, brackets and other design features that add a finer grain of detail and design are encouraged.



Above:

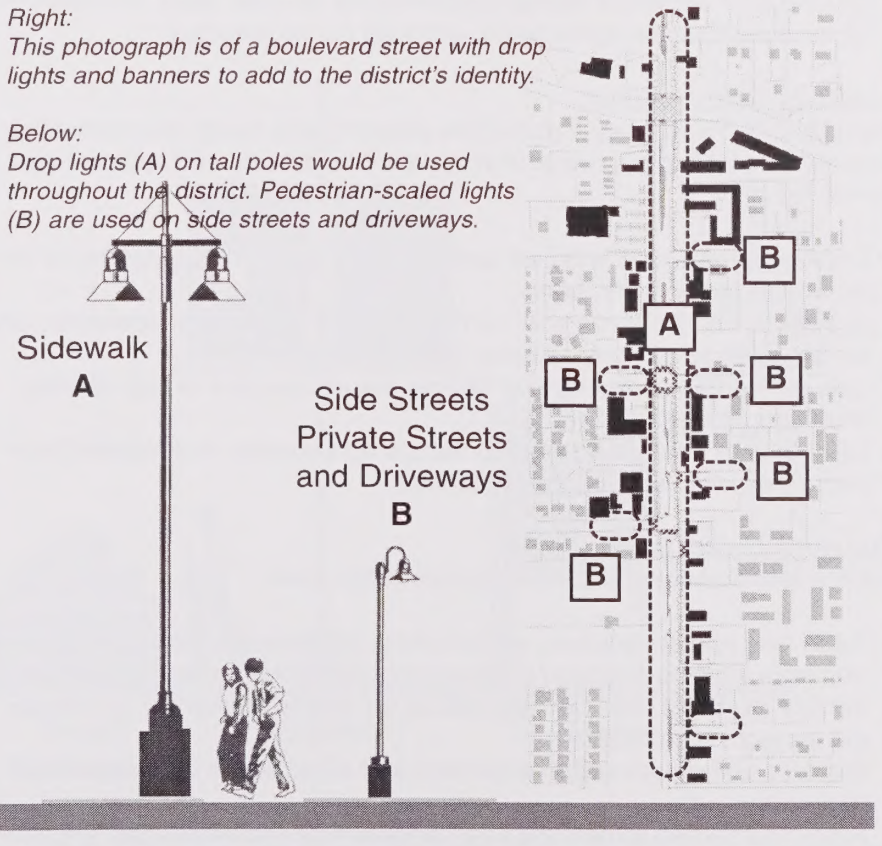
This multi-tenant commercial center's sign is integrated into the landscaping and site design concept.

Right:

This photograph is of a boulevard street with drop lights and banners to add to the district's identity.

Below:

Drop lights (A) on tall poles would be used throughout the district. Pedestrian-scaled lights (B) are used on side streets and driveways.



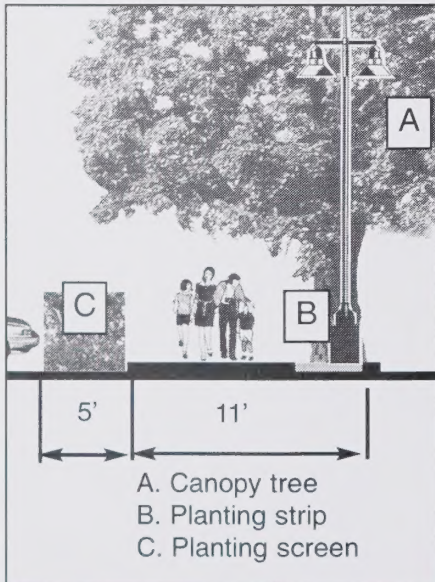
District Lighting

Design Guidelines

Lincoln 40 District Materials and Colors

Selection of materials and finishes for new and commercial renovation projects shall be of high quality and reinforce overall image and massing concepts.

- Architectural materials shall convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial, or garish quality. These materials shall not be used in new construction or renovation:
 - *Roofing materials—composite shingles, glazed or painted tiles, highly reflective metal or other sheet material*
 - *Wall materials—vinyl, metal, T-111, masonite, plywood or other sheet materials*
- Materials shall reinforce and enhance architectural concepts.
- Visible roofs shall be clad in clay or concrete tile.
- Walls shall be clad in plaster, brick, tile or wood. Wood or hardboard siding shall be shiplap or board and batten.
- Shiplap shall be installed so there are no visible joints and board and batten installed without visible joints of underlying board material.
- Accent materials may include stone, anodized or thermoacrylic materials, or wood with a minimum nominal dimension of 2 inches.
- Faux-styles (fake) are discouraged. When buildings are designed with obvious references to a period style, materials shall be consistent that period or style.
- Loud colors, materials and signs are discouraged.
- Ground floor storefront display windows shall be clear glass. Windows on upper floors may be lightly tinted, but shall not be reflective.



Above:

This section shows a parking lot edge in the Lincoln 40 District. It includes a planting strip and canopy tree, continuous sidewalks and planting screen along parking lot edges.

Lincoln 40 District Lighting

Lighting shall be an integral part of the planning and design of commercial projects anticipating the needs of shoppers, businesses, and adjacent residential areas.

- Lighting in renovated and new commercial projects shall be limited to levels adequate for public safety.
- Lighting in service areas shall be the minimum required for operation, and be designed to minimize visibility of those areas.
- Low, pedestrian-scaled lighting fixtures are encouraged to help identify and light pedestrian routes.
- Light fixtures shall be shielded to reduce light sources and prevent them from being visible from outside the site.

Lincoln 40 District Service Areas

Service facilities shall be concealed from public view.

- Trash bins and compactors, utility meters, transformers, and other service elements shall be enclosed or otherwise completely concealed from view. Service elements shall be designed as an integral element of a commercial project's architecture.
- Services and equipment shall be enclosed or buried, or otherwise concealed from view.
- Roof-mounted equipment shall be concealed by enclosures that are con-

sistent with the existing design.

4.4.3 Lincoln 40 District Commercial District Signage

Signage shall contribute to the graphic identity and wayfinding objectives for the Lincoln 40 District while reinforcing the project's architectural and site planning concepts.

Lincoln 40 District Signage

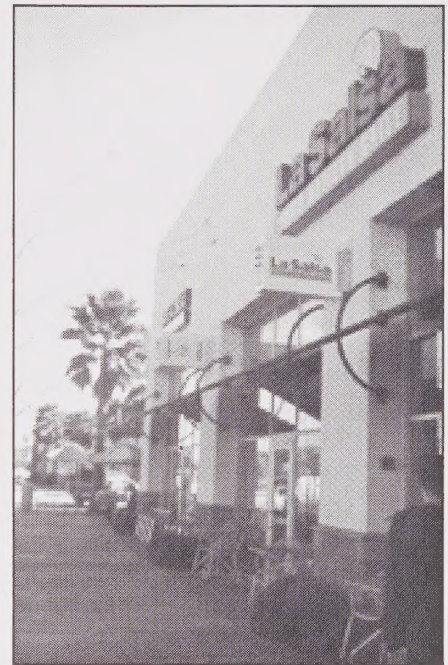
Signage identifying shopping and commercial districts shall support both wayfinding and graphic identity objectives.

- District image and design shall be reflected in district-wide signage themes.
- Median, monument, and other district identity and wayfinding signage shall be designed and located as part of an overall district signage plan.

Lincoln 40 District Signage for Multi-tenant Projects

For commercial development with multiple tenants, signage shall have a unified design.

- Renovated and new commercial centers shall have an overall signage concept plan. The plan shall include signage that supports the merchandising needs of tenants, wayfinding, and graphic identity objectives for the project, district, and adjacent neighborhood.
- Commercial projects' signage plan shall have designs for known tenants and anticipated future unknown tenants.

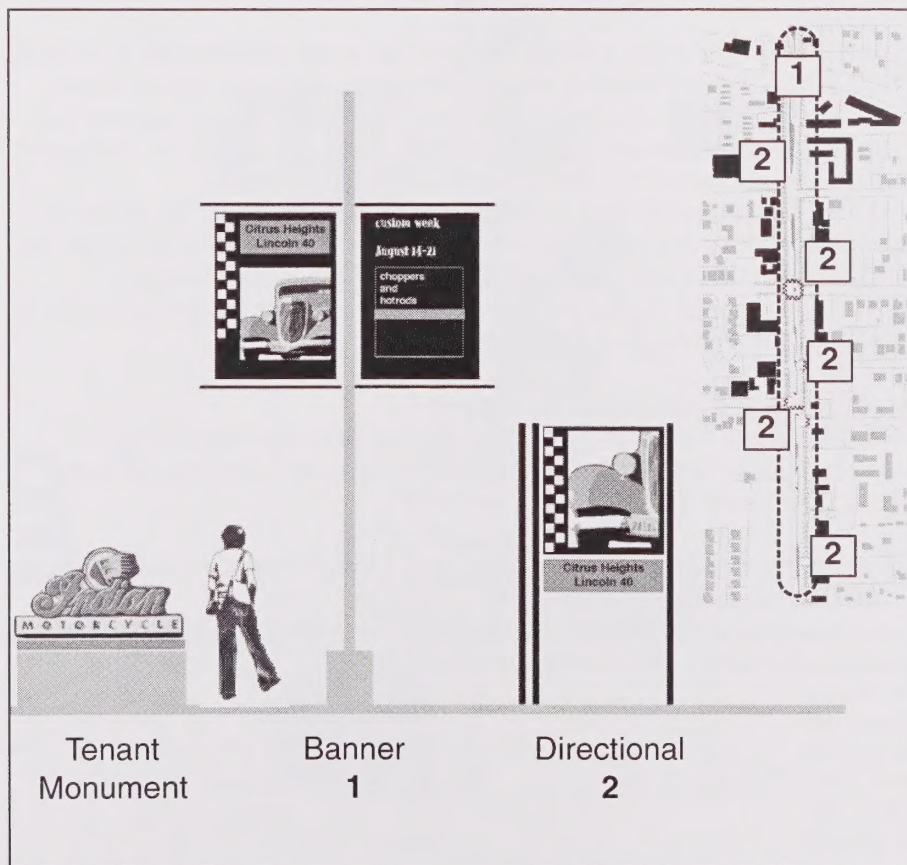


Above:

This suburban commercial center has outdoor seating, blade signs, and canopies that make walking along the building edge a pleasant experience.

Left:

The guidelines call for three types of signs in the Lincoln 40 District. Monument signs for tenants are allowed at consolidated curb cut and shared auto entries; banners on the taller street lights are to be included; and district entry signs are to be located at key intersections in the district.



Design Guidelines

- Large, garish signs unnecessary to the commercial use of a commercial center are prohibited.
- The cumulative area of all affixed signs shall not exceed one (1) square foot per linear foot of storefront in the center. Affixed signs shall be composed of individual characters; cabinet signs are discouraged.
- Individual characters shall be no greater than 18 inches in height for minor tenants. Major tenants shall be reviewed on a case-by-case basis. Generally, major tenant signage over 36 inches in height is discouraged.
- Affixed signs shall be placed only on vertical surfaces below the eaves or parapet line. Roof signs are not allowed.
- Awning signs are allowed with graphics and signage limited to vertical surfaces. Awning signs shall count against cumulative areas for affixed signs.
- Suspended blade signs are encouraged under awning or canopies. Each face shall not exceed six (6) square feet and counts against the cumulative allowable area of affixed signage for each storefront.
- Window signage cannot exceed four (4) square feet and shall be counted against the cumulative allowable area of affixed signage for each storefront.

Lincoln 40 District Signage for Single Tenant Buildings and Pads

Signage for single tenant buildings shall be developed to reflect the landscape and architectural concepts for each project.



Above:

This new three-tenant infill storefront building includes signage that is visible from the street and sidewalk.

- Signage for single tenant commercial buildings and pad buildings shall be designed to complement the architectural design. The sign location, shape, letters and lighting shall be designed appropriate to the building's facade.
- All the building's signs shall be designed as a one graphic idea. Unrelated and uncoordinated building, window and entry signage is discouraged.
- Cumulative area of all affixed signs shall not exceed one (1) square foot per linear foot of storefront in the center. Affixed signs shall be composed of individual characters; cabinet signs are discouraged.
- Individual characters shall be no greater than 24" in height for buildings under 3,500 square feet. Larger buildings shall be reviewed on a case-by-case basis. Generally, signage over 36" in height is discouraged.
- Affixed signs shall be placed only on vertical surfaces below the eaves or parapet line. Rooftop signs are prohibited.

Lincoln 40 District Temporary Signage

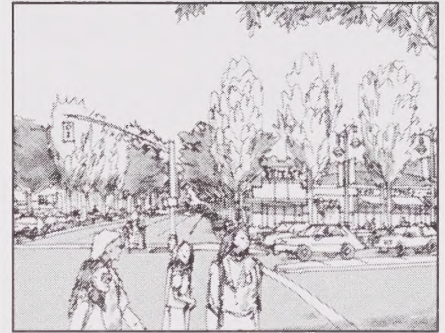
Temporary signs permitted by the City for commercial projects shall be designed to a similar standard as permanent signage reflecting the same overall objectives.

- Temporary "A" frame signs, banners, and window signage that do not meet City standards are prohibited.
- Temporary signage shall be designed to reflect the same high graphic and artistic standards as permanently affixed signs.

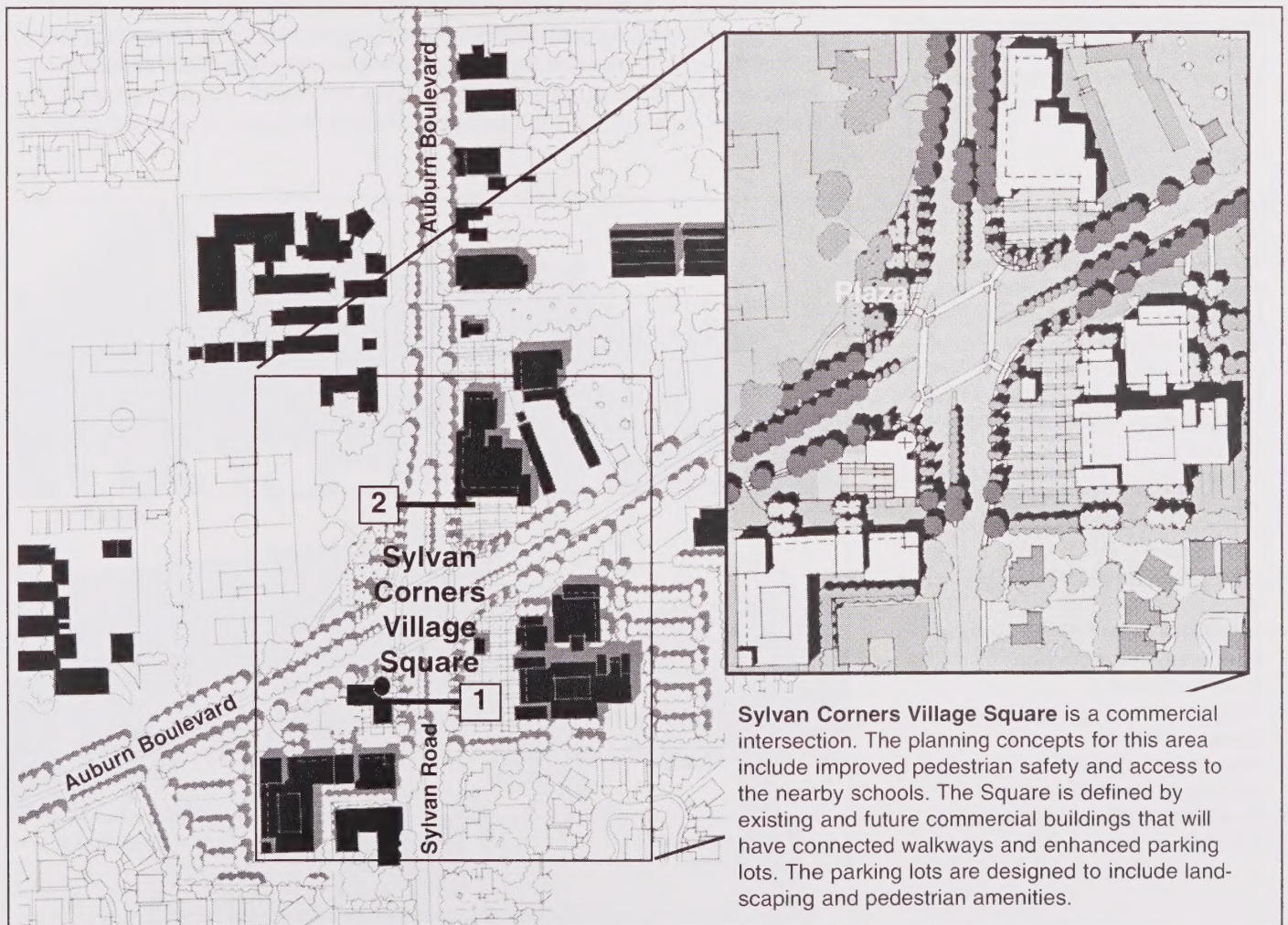
4.5 Sylvan Corners Village Square District

Sylvan Corners has traditionally been a social and civic focal point as the southern gateway intersection to Auburn Boulevard's commercial corridor. It is a historic place that provides the community with a "cultural memory." The Boulevard Plan incorporates concepts and strategies in the Sylvan Corners Redevelopment Concept Plan, which was by the City Council in 2001, bringing a "village square" focus to the intersection and emerging commercial and institutional uses. Sylvan Corners' revitalization success and improved image can serve as a catalyst for the revitalization of Auburn Boulevard's other three districts.

The following guidelines are for the Sylvan Corners Village Square District. These guidelines provide the qualitative requirements for public and private investment in this area.



*Above:
This sketch shows the transformation of Sylvan Corners. Renovated buildings, streetscaping, and enhanced pedestrian connections are underway (March 2004).*



Sylvan Corners Village Square is a commercial intersection. The planning concepts for this area include improved pedestrian safety and access to the nearby schools. The Square is defined by existing and future commercial buildings that will have connected walkways and enhanced parking lots. The parking lots are designed to include landscaping and pedestrian amenities.

Design Guidelines



*Below:
Streetscaping in Sylvan Corners Village Square will help transform the district. Shade, connected sidewalks, and other pedestrian amenities will support the shopping and recreational experience at the Corners.*

4.5.1 Sylvan Corners Village Square Site Planning Guidelines

New investment in Sylvan Corners Village Square shall support the goal of creating a pedestrian district around a busy intersection. The scale of streetscape elements shall reflect the detail that can be enjoyed at a pedestrian's pace.

Sylvan Corners Village Square District Objectives

Renovated and new development shall contribute to the implementation of The Boulevard Plan and Sylvan Redevelopment Concept Plan urban design concepts.

- Sylvan Corners Village Square is to be a pedestrian hub and “village square” for Citrus Heights’s oldest commercial and institutional center. Renovated and new commercial and institutional projects shall be designed to reinforce this overall planning and design objective for Sylvan Corners Village Square.
- Renovated and new buildings shall be planned and designed so that the site plan and shape of buildings contribute to the district’s identity and urban design concepts. This includes orientation of buildings, composition of roof forms, and architectural treatments to shape the “village square.”
- The frontage of Auburn Boulevard and connecting side streets shall be enhanced by the design of commercial buildings. They shall improve streetscape, building edge and land use continuity.
- Building and parking setbacks shall be designed as an extension of the urban design concept for Sylvan Corners that emphasizes creating and activating a “village square”. This includes the depth, edge treatment, pedestrian facilities, and landscaping of setback areas in and around the

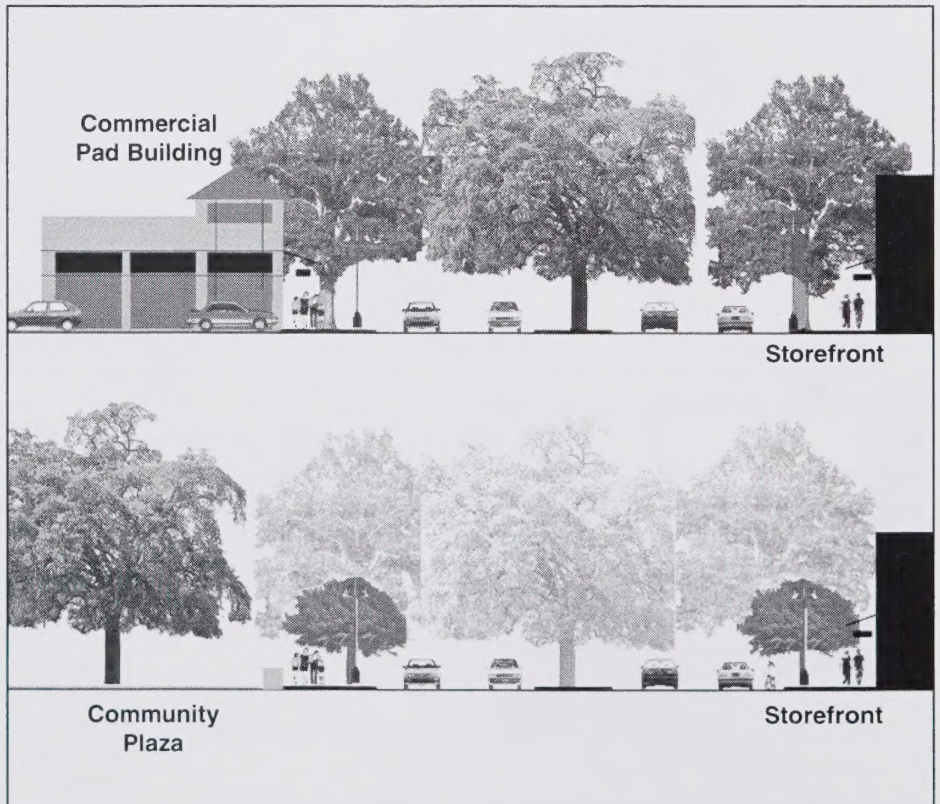
Street Sections

1. Auburn Boulevard: Storefront and Parking Lot

- 94' ROW
- Walking edge along street and “village square” parking areas
- Median planting—large canopy trees
- 5' setback for new commercial
- 1-2 stories
- Ground floor commercial

2. Auburn Boulevard: Park and Storefront

- 94' ROW
- Park edge at intersection
- Storefront edge
- Pedestrian walking to park and along storefronts
- Accent trees and shrubs screening parking around intersection
- 5' setback for new commercial
- 1-2 stories



square.

- Renovated and new commercial buildings shall have signage and graphic identity concepts that support both project and district planning and economic objectives.

Sylvan Corners Village Square Roadway and Streetscape

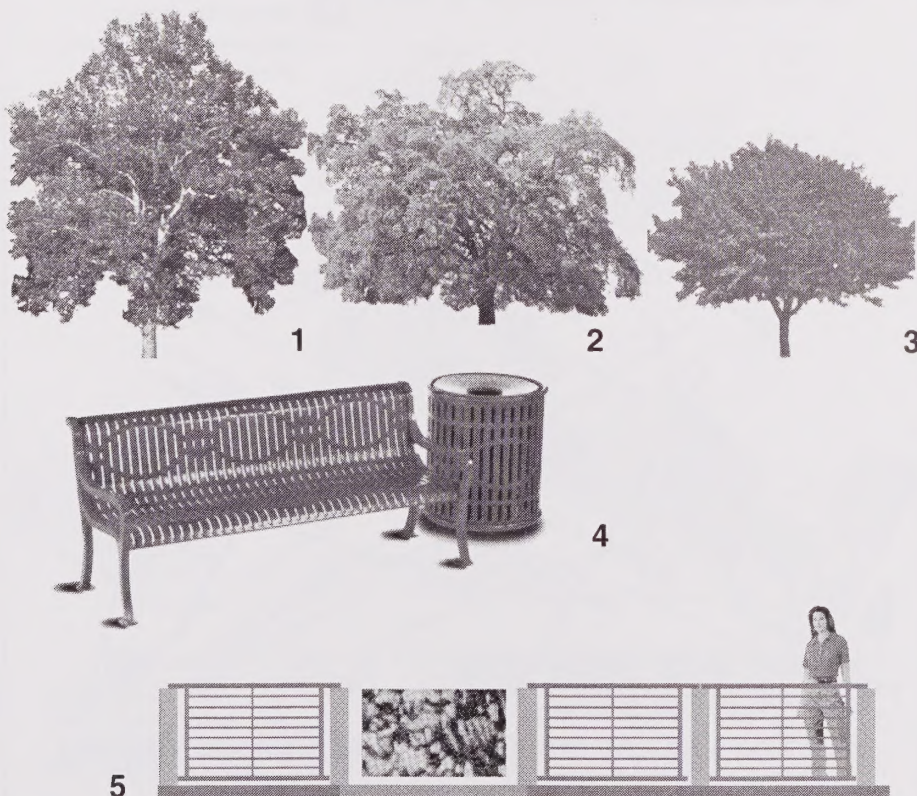
All streetscape and landscape shall contribute to the identity of Sylvan Corners Village Square. Public and private landscape shall use similar paving, furniture, signage, lighting designs and colors.

- Renovated and new buildings shall have an interconnected system of roadways, pedestrian walks and sidewalks. This system shall connect to the district and neighborhood.
- Buildings and site design shall contribute to the district's overall landscape and streetscape concept plan. The plan shall reinforce the placemaking, connections, and shopping environment objectives for the project and district.
- Projects shall be part of the Sylvan Corners Village Square overall street lighting and furniture concept plan. The plan identifies the types and location of lighting fixtures and furniture. The lighting and furniture shall be coordinated with the district's design "family" that complements site and architectural concepts.
- Roadway and street design shall support pedestrian connections and safety in Sylvan Corners Village Square. This includes changing paving materials in parking areas, walkway and sidewalk connections, and streetscapes.



Above:

A combination of fencing and landscaping are to be used to screen parking lots.



Tree List

1. Auburn Blvd. Street Tree:

London Plane Tree, Ht. 40'-80', Sp. 30'-40'. Deciduous.

2. Median :

Valley Oak, Ht. 50'-70', Sp. 50'-60'. Deciduous, Fall color.

3. Accent Street Tree:

Cherry Plumb, Ht. 18', Sp. 12'. Deciduous. Purple foliage.

4. Trash Container and Bench

5. Parking Screen Fence and Shrubs

Design Guidelines

Sylvan Corners Village Square Building Setbacks and Alignments

New buildings in the Sylvan Corners Village Square District shall have setbacks that support streetscape, circulation and image objectives for the district.

- New buildings shall align their edges to shape and activate the “village square” central space and streetscapes.
- Buildings shall be sited and designed to reinforce the pedestrian experience. Building edges shall be transparent and provide a visually interesting, pedestrian-scaled shopping experience.
- Building setbacks shall contribute to overall streetscape concepts for the district. The setbacks shall be sized to support the size and spacing of trees and the visual continuity of the district.
- When necessary, setbacks shall provide for landscape screening of parking and loading areas. This could include trees, shrubs, or trellis.

Sylvan Corners Village Square Building Edges and Storefronts

Building edges and storefronts shall be planned and designed to be an integral part of Sylvan Corner’s pedestrian system.

- Building edges shall contribute to a safe, comfortable and interesting



Above:

This commercial center adds spatial variety to the shopping edge by adding periodic arcade bay elements as part of the facade design.

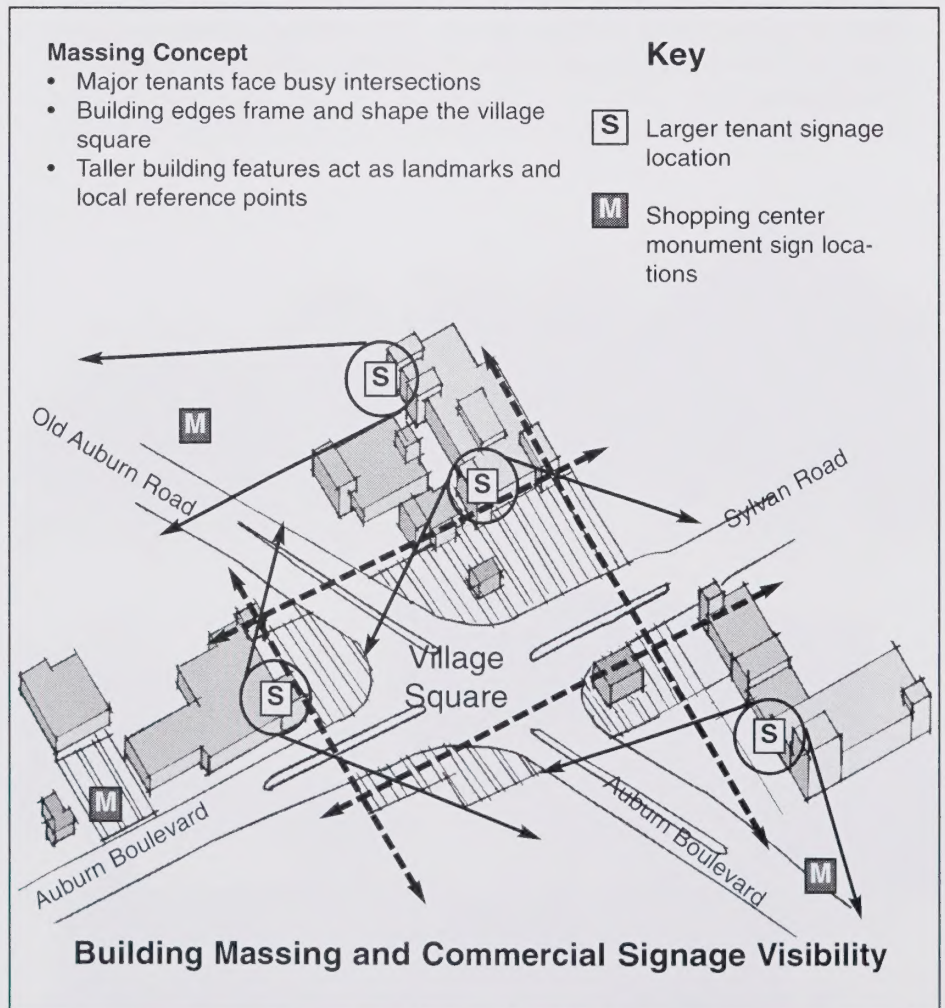
Right:

This diagram illustrates the massing concept’s composition of architectural form, visual connections, and visibility of larger tenant building signage and shopping center monument signage.



Above:

This small urban market includes extensive use of glass facing the street and parking lot. The market also includes outdoor seating. The building becomes an active beacon for the district.



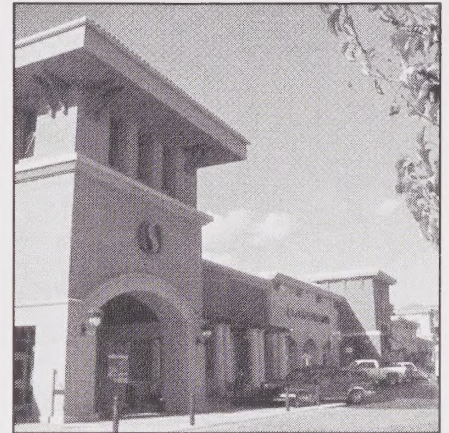
pedestrian shopping experience. At least eight (8) feet of unobstructed sidewalk width shall be provided along storefront edges.

- Display windows shall comprise at least 40 percent of the width of the facade that faces a public street. Large blank walls are unacceptable.
- New and renovated buildings shall have a clearly understood system of connected storefronts and entries. Sidewalks, streetscape and building edges shall be designed in a coordinated fashion.
- Building edges and storefronts shall be designed to reflect both auto-oriented and pedestrian-oriented merchandising needs of the tenants and district. Pedestrian comfort shall not be sacrificed by an auto-oriented design approach.
- Corner and mid-block pad buildings shall be oriented toward the street. Drive-thru windows and parking shall not isolate the building from the sidewalk or connecting walkways.

Sylvan Corners Village Square Parking Lots and Driveways

Sylvan Corner's sites shall be interconnected. Parking, driveways, sidewalks and storefront areas shall be continuous.

- New projects shall be planned to reduce the number of curb cuts and driveways. Projects shall share driveways and parking access with adjacent projects.



Above:

This commercial center has a variety of roof and facade articulations that reduce the visual scale of the anchor store and provide individual identity for smaller tenants.

Commercial Pad Buildings

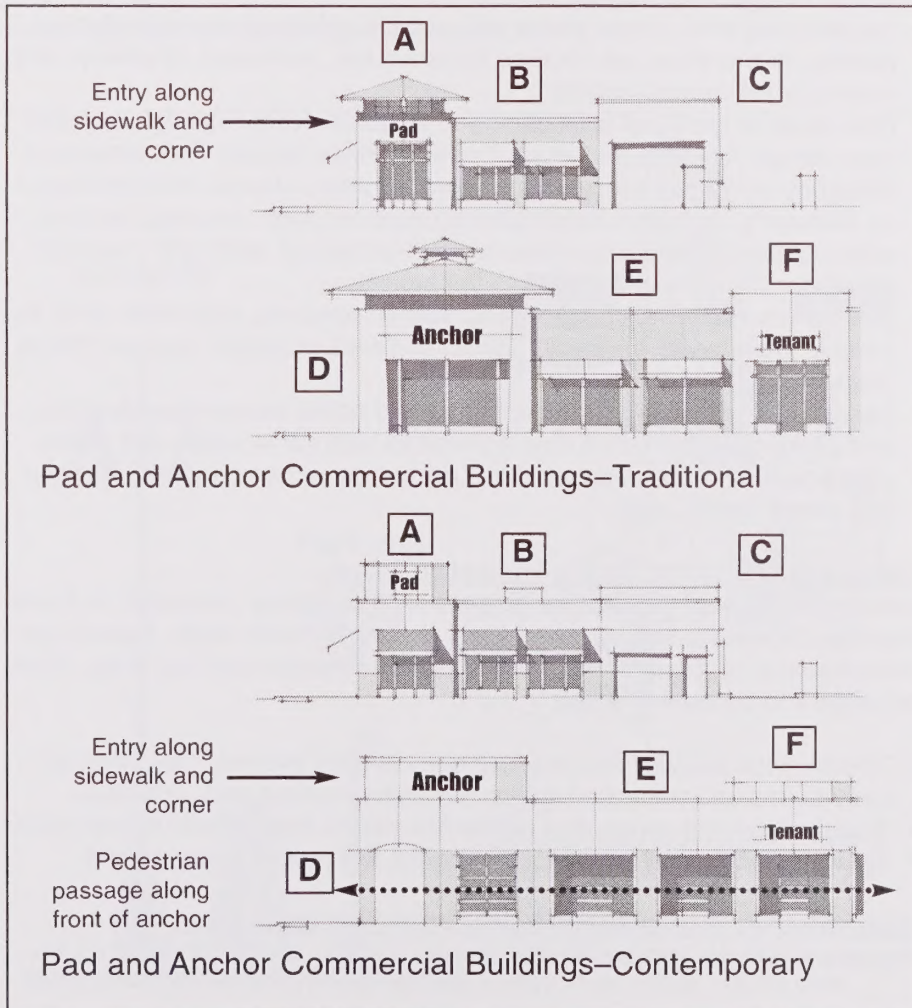
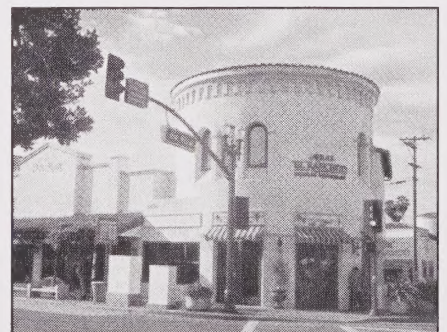
- A. Corner massing and roof feature at intersections
- B. Transparent storefronts and awnings along sidewalks and walking routes
- C. Drive-thru access located to rear of site away from sidewalk

Commercial Anchor Buildings

- D. Two-story entries oriented toward corners and pedestrian routes
- E. Storefronts located along walking edges of anchor stores
- F. Inline shops should be expressed with their own parapet, roof element and/or elevation design

Below:

Corner commercial building



Design Guidelines

cent sites to provide an interconnected system of auto and service access points.

- Distinctive patterns and color paving in parking lots identified by the Plan and the Redevelopment Plan shall be included in the Village Square.
- Parking lots and sidewalks in the Village Square shall use accent banding of stained or colored paving (other lots can use asphalt paving). The banding shall organize planting and lighting patterns from street edge to storefronts. Control joints shall align with storefront mullions and doorways. Village Square parking lots shall include a six (6)-foot planting strip along sidewalks in back of a low ornamental fence. Landscaping in Village Square parking lots shall have different shade requirements than other lots because of their open plaza-like design.
- Parking lots, other than those in the Village Square, shall include shade trees. These shall be planted at a ratio of not less than one (1) shade tree per six (6) parking spaces. These parking lots shall include landscaped screening by shrubs.

Sylvan Corners Village Square Landscaping

The streetscape guidelines identify canopy and ornamental trees to be used in streets, parking lots, and driveways.

- Trees and shrubs have been identified as part of the first phase of the Auburn Boulevard roadway project.
- Landscaping shall create shade and provide softscape areas in place of paving. All site areas not covered by structures, walkways, driveways and parking shall be landscaped.
- New projects shall use landscaping to reinforce overall site and architectural design concepts for Sylvan Corners Village Square. This includes a hierarchy of canopy trees, accent/flowering trees, shrubs and groundcover. Generally, drought tolerant planting shall be used. Irrigated planting shall be used strategically where a small amount of color and character can make the best contribution to the project.
- Special hardscape, such as pavers, stained concrete, and stone, shall be used to identify pathways and gathering places in Sylvan Corners Village Square.
- Landscaping shall be used to enhance and soften screening of loading and parking areas. It shall also be used to help frame views and edges.
- Landscaping shall include locations and infrastructure support (i.e., lighting, power, water, etc.).



Above:

The Village Square should be designed as a destination for the surrounding community. Pedestrian amenities should provide a comfortable and social place.

Sylvan Corners Village Square Integrating Transit

New and renovated commercial projects shall be clearly connected to transit services. Sidewalks shall provide direct access to transit stops. Special considerations for patrons, such as shopping cart storage near bus stops, shall be taken into account.

- Transit stops shall be conveniently and centrally located. They shall be easy to find and collocated with commercial services and amenities.
- Transit stops and connecting pedestrian routes shall be well lit and visible.
- Bicycle parking shall be designed into the site plan of every project.

Sylvan Corners Village Square Transition to Residential Areas

Projects in Sylvan Corners Village Square shall be designed to reduce the

visual, noise, and use impacts on adjacent residential areas.

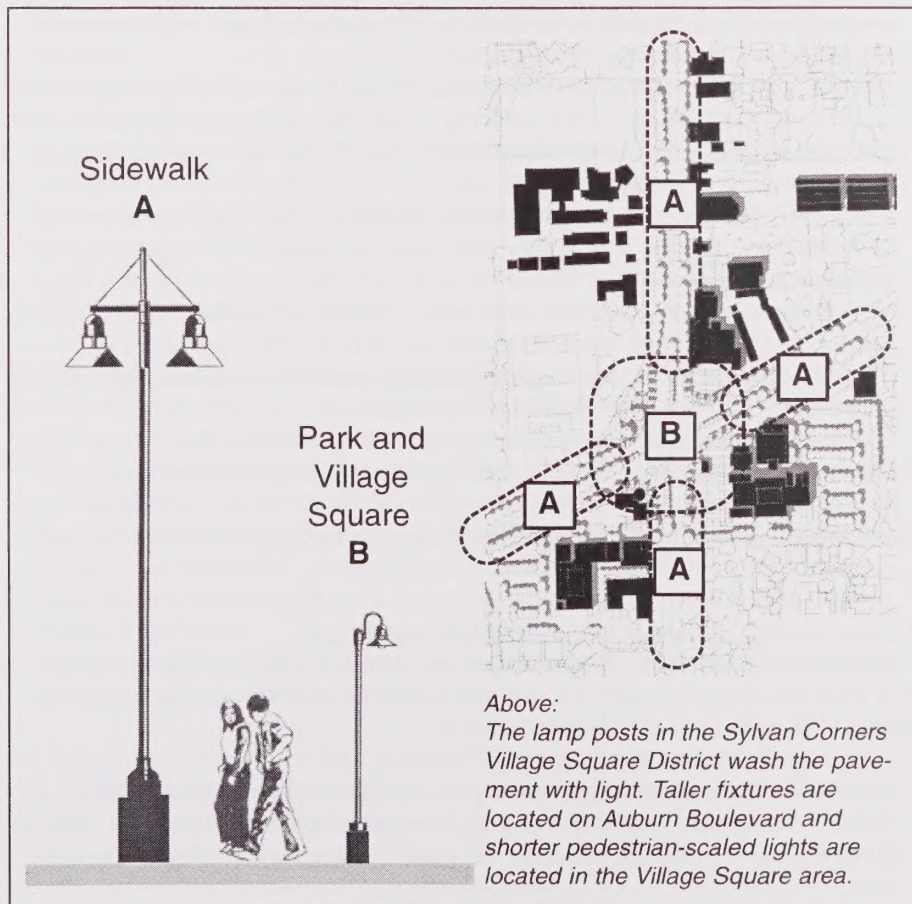
- New and renovated commercial projects shall enhance the connections to the Village Square. They shall provide streetscape, sidewalks, building setback and storefront design that link residential streets to Auburn Boulevard. Residents shall be able to walk a direct route from their homes to commercial center stores without traversing parking lots.
- New and renovated commercial projects shall provide a landscape plan that supports the design and pedestrian access objectives for contiguous residential streets.
- New projects shall acknowledge the scale and proximity of adjacent residential neighborhoods by reducing building height, increasing setbacks, orientating buildings toward the street.
- Placing loading and service areas adjacent to residential areas is discouraged. Site circulation and placement of loading areas shall be incorporated into the project so that it is screened and held back from residential areas. Where screening walls are required, they shall be designed as a natural extension of the architectural and landscaping concepts for the project.

4.4.2 Sylvan Corners Village Square Architectural Design Guidelines

All projects shall contribute to the identity and composition of design elements of Sylvan Corners Village Square. The design of buildings shall shape public spaces, shopping edges and views.



Above:
This commercial center has a seating and small park area that provides an attractive focal point.



Design Guidelines

Sylvan Corners Village Square Building Form and Massing

New buildings and renovation of existing buildings in Sylvan Corners Village Square shall support the goal of creating a pedestrian district.

- Anchor stores shall be visible landmarks. Their design shall be original and respond to site and design objectives for Sylvan Corners Village Square.
- The scale and massing of new development shall acknowledge the economic development strategies and image objectives for Sylvan Corners Village Square.
- New projects shall complement the cadence and scale of traditional storefront buildings.
- Projects shall create spatial and physical connections between developments.
- New projects shall connect retail storefront areas with an appropriate scale and architectural treatment.
- New projects shall shape Sylvan Corners Village Square's public streets and places.
- New projects shall use roof forms and storefront windows that are commercial in nature (i.e., flat roofs and transparent storefronts).



Above:

These neighborhood commercial centers provide a casual place for the community to gather. Sylvan Corners Village Square is to provide this type of opportunity. Outdoor dining and places to sit are encouraged.

Sylvan Corners Village Square Architectural Features

New development shall emulate the architectural elements of traditional pedestrian shopping districts.

- Franchise architecture, such as pseudo-historic styles or “trademark” roof shapes, which sacrifice the integrity of a project or district to promote a single tenant, is strongly discouraged.
- The design of renovated and new commercial projects shall employ architectural concepts that have a unifying forms, design elements, details and materials. All facades of buildings shall draw on the same vocabulary of forms, detail and materials.
- Integrated base wainscoting, cornices, canopies, awnings, brackets and other design features that add a finer grain of detail and design are encouraged.
- New and renovated buildings shall have visually accessible retail at street level. Storefronts shall be transparent (no dark or reflective glass).
- Projects shall have facades with a vertical scale and cadence that replicate pedestrian-oriented storefront buildings.
- Building facades shall possess a hierarchy of horizontal and vertical expression. (Simple relentless grids or “eggcrate” fenestration is unacceptable.)
- Storefront design shall have a total design concept that unifies storefront elements (e.g., signage, graphics, awnings, etc.).

Sylvan Corners Village Square Materials and Colors

Selection of materials and finishes for new and commercial renovation projects shall be of high quality and reinforce overall image and massing concepts for Sylvan Corners Village Square.

- Architectural materials shall convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial, or garish quality. These materials shall not be used in new construction or renovation:

- *Roofing materials—composite shingles, glazed or painted tiles, highly reflective metal or other sheet material*
 - *Wall materials—vinyl, metal, T-111, masonite, plywood or other sheet materials*
- Materials shall reinforce and enhance architectural concepts.
 - Visible roofs shall be clad in clay or concrete tile.
 - Walls shall be clad in plaster, brick, tile or wood. Wood or hardboard siding shall shiplap or board and batten.
 - Shiplap shall be installed so there are no visible joints and board and batten installed without visible joints of underlying board material.
 - Accent materials may include stone, anodized or thermoacrylic materials, or wood with a minimum nominal dimension of two (2) inches.
 - Faux-styles are discouraged. When buildings are designed with obvious references to a period style, materials shall be consistent with that period or style.
 - Loud colors, materials and signs are discouraged.
 - Ground floor storefront display windows shall be clear glass. Windows on upper floors may be lightly tinted, but shall not be reflective.

Sylvan Corners Village Square Lighting

The standards for street, sidewalk and parking area lighting used in commercial parking lots, storefront areas and public roadway areas should be the same as used along Auburn Boulevard.

- Fixture spacing and height shall reflect both functional lighting requirements and the hierarchy and scale of places in Sylvan Corners Village Square.
- Lighting in renovated and new commercial projects shall be limited to levels adequate for public safety.
- Lighting in service areas shall be minimum required for operation, and be designed to minimize visibility of those areas.
- Pedestrian-scaled lighting fixtures are encouraged to help identify and light pedestrian routes.
- Light fixtures shall employ shielding to reduce light sources that are not visible from outside the site.

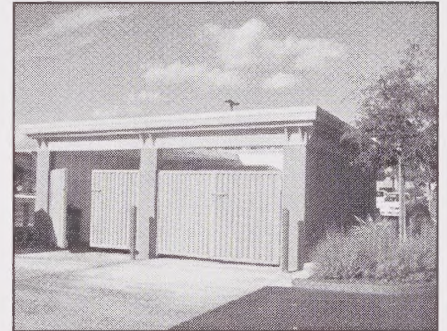
Sylvan Corners Village Square Service Areas

Service facilities shall be concealed from public view.

- Trash bins and compactors, utility meters, transformers, and other service elements shall be enclosed or otherwise completely concealed from view. Service elements shall be designed as an integral element of commercial project's architecture.
- Services and equipment shall be enclosed or buried, or otherwise concealed from view.
- Roof-mounted equipment shall be concealed by enclosures that are consistent in design with the building roof.

4.4.3 Sylvan Corners Village Square Signage Design Guidelines

The Redevelopment Concept Plan uses a signage package to tie the area together and improve wayfinding.



Above:

This trash enclosure structure is designed to reflect the design of the shopping center. It has similar color, materials and detailing. The enclosure siting faces away from pedestrian pathways and includes landscaping.

Design Guidelines

Sylvan Corners Village Square District Signage

Streetscape and project level signage shall be part of the overall signage and graphic identity concept for the district.

- The civic plaza on the northwest corner is to have a public art monument that will become a gateway symbol for Auburn Boulevard.
- Sylvan Corners Village Square district entry signs are to be placed in the landscaped medians. These signs will be visible as autos enter the Village Square area.
- Parking lot entry signs shall contribute to the identity of the area. Similar signage shall be placed at the driveways of parking lots.
- Citrus Heights has an extensive banner program. Sylvan Corners Village Square banners would become part of the community-wide effort to celebrate the formation of the City and its individual districts.

Sylvan Corners Village Square Signage for Buildings

Project signage shall embody a whole design concept. This includes graphic identity for tenants, scale appropriate for the size of the building, and type of sign that is architecturally compatible with the building.

- Signs shall have content limited to the tenant's trade name or logo.
- Signs shall be weatherproof and of quality materials. The signage policy would prohibit:
 - Vacuum formed plastic lettering;
 - Translucent box signs;
 - Exposed electrical equipment; and
 - Luminous paper or cardboard.
- Citrus Heights' signage ordinance allows generously sized auto-oriented signage. The Specific Plan and Sylvan Corners Redevelopment Concept encourages more pedestrian-scale tenant signage.
 - Anchors over 20,000 square feet—maximum 48 inches tall, 48 square feet
 - Shops over 6,000 square feet—maximum 36 inches tall, 30 square feet
 - Shops under 3,000 square feet—maximum 24 inches tall, 16 square feet
 - Pads over 3,000 square feet—maximum 36 inches tall, 30 square feet
 - Pads under 3,000 square feet—maximum 24 inches tall, 16 square feet



Above:

Directional signage is included in the district to identify businesses sharing driveways. The signage is to resemble the parking lots screen fence system.

Sylvan Corners Village Square Temporary Signs

Temporary signs permitted by the City for commercial projects shall be designed to a similar standard as permanent signage reflecting the same overall objectives.

- Temporary "A" frame signs, banners and window signage that do not meet City standards are discouraged.
- Temporary signage shall be designed to reflect the same high graphic and artistic standards as permanent affixed signs.

SECTION FIVE: Implementation

Achieving the community's vision for Auburn Boulevard will require the sustained efforts of an effective public-private partnership. Implementing The Boulevard Plan will be an evolutionary process. While significant changes in the quality of the Boulevard should be apparent within the first five years, it may take as many as 20 years or more to achieve the vision set forth in this Plan.

5.1 Introduction

The Boulevard Plan is intended to be developed over a 20-year period. Depending on the market and other factors, it could happen faster or slower. Regardless, *The Boulevard Plan* assumes a very strong public-private sector partnership to carry out implementation.

The following subsections of Section Five provide a framework for the ongoing implementation of the Plan:

- 5.2 Implementation Principles
- 5.3 Roles of Implementation Partners
- 5.4 Administrative and Organizational Actions
- 5.5 Public and Private Development Costs
- 5.6 Sources of Funding
- 5.7 Phasing and Financing Strategy
- 5.8 Follow-Up Studies

5.1.2 Implementation Section Purpose

The implementation section provides a summary of actions by the City, Redevelopment Agency and their private sector partners. It convey priorities and potential financial resources. Like any business plan, it needs to be monitored and adjusted for new opportunities.

5.2 Implementation Principles

Similar to principles for land use, circulation, and community design that appear in the Concepts, Goals, and Principles Section (Section 2), this section sets out several principles that provide overall guidance on implementation for the Auburn Boulevard corridor. These principles provide a framework for the administration of regulatory, capital improvements, and redevelopment activities necessary to carry out this Plan. The implementation principles are as follows:



Above:

The Boulevard Plan implementation will transform the roadway and surrounding community.

Implementation

IP 1. Public Improvements

Provide a wide variety of public improvements, such as roadway improvements, lighting, landscaping, undergrounding utilities, traffic signals, street furniture, bus turnouts, and enhanced crosswalks, that supports the revitalization efforts along the Auburn Boulevard corridor by encouraging new private sector investment.

IP 2. Sequence of Revitalization Efforts

Continue streetscape improvements (e.g., roadway widening, landscaping, crosswalk enhancements) from Sylvan Corners Village Square northward toward to I-80. Begin redevelopment efforts at the catalyst sites in the Gateway Commercial Center and the Rusch Park Village Center. Undertake streetscape improvements in the Gateway District based on the availability of outside funding.

IP 3. Land Acquisition and Assembly

Use City redevelopment authority and financing to assist in land acquisition and assembly (including existing leases) to create appropriate sites for redevelopment opportunities.

IP 4. Support for Development Projects

Stimulate private investment in catalyst sites through public investment (e.g., land acquisition and other forms of public support).

IP 5. Every Investor Contributes

Ensure that every public and private sector investment contributes to the vision for Auburn Boulevard.

IP 6. Technical and Financial Incentives

Provide technical and financial incentives to property/business owners to assist them in carrying out property improvements that increase business vitality and implement this Plan's vision for Auburn Boulevard.

IP 7. Connections to I-80

Work closely with the City of Roseville to improve circulation and connections to I-80.

IP 8. Public Art Program

Develop a public art program that encourages placement of art displays (e.g., sculptures, fountains, etc.) in public places along the Boulevard, especially in or near the gateway, public plazas, signature buildings, and other highly visible areas.

IP 9. District Management

Work closely with key property/business owners along Auburn Boulevard to assist in activities such as management, maintenance, promotion, marketing, and special events.

IP 10. Project Coordinator

Create and fill a staff coordinator position to assist in implementing The Boulevard Plan, including providing technical assistance to property and business owners, recruiting new businesses, facilitating development review and approval, marketing the Plan to developers, overseeing streetscape

improvements, coordinating financing for public and private improvements, and acting as a liaison between business and property owners.

IP 11. Minimizing Disruption to Businesses

Minimize disruption of existing business operations during construction of roadway and business frontage improvements.

5.3 Roles of Implementation Partners

Implementation of *The Boulevard Plan* will require the sustained effort of an effective public-private partnership. The following describes the roles of the various implementation partners.

5.3.1 City of Citrus Heights

The City of Citrus Heights has provided overall leadership in developing The Boulevard Plan and will provide the overall leadership in implementing the plan. The City will formally adopt the Plan and will implement it through regulatory actions including zoning, development approvals, and building permits. The City will also implement the Plan through funding and constructing roadway and other infrastructure projects.

5.3.2 Redevelopment Agency

Created in 1997 under State redevelopment law, the Citrus Heights Community Redevelopment Agency (CRA) will have primary responsibility for implementing The Boulevard Plan. The Redevelopment Agency project area boundaries (see Figure 5.1) encompass 112 acres and 133 parcels (including the public right-of-way) within the Auburn Boulevard corridor, including the parcels fronting directly on Auburn Boulevard. The Agency can finance public improvements (such as streetscape improvements) and support private activities through financing of on- and off-site improvements; provide land write downs; provide low interest loans for commercial rehabilitation, redevelopment, and facade improvements; assist in resolving code enforcement issues (e.g., sign enforcement); provide technical assistance to land owners; and assist with lot consolidation.

5.3.3 Property Owners

The 113 private property owners along the Auburn Boulevard corridor will play the key role in implementing The Boulevard Plan since they control the land and existing buildings that form the foundation of the future of Auburn Boulevard. While continuing use and future redevelopment of all private property along the corridor must comply with City zoning and development approval conditions, private property owners must invest in their property or in some cases be ready to sell to other owners who will carry out the directives of this Plan. Property owners will be acting collectively through the Auburn Boulevard Association.

5.3.4 Business Owners

Like property owners, the 132 business owners within the Auburn Boulevard corridor must invest in their businesses, make changes in their businesses to respond to new market opportunities, or be willing to sell their businesses to others who are willing to carry out the directives of this Plan. Business

Implementation

owners will be acting collectively through the Auburn Boulevard Association.

5.3.5 Area Residents

Area residents include those families and individuals who live in adjacent residential developments and neighborhoods. They should be the greatest beneficiaries of the reinvention of Auburn Boulevard, but they may also be periodically inconvenienced by the development activities that are necessary in realizing the vision. Area residents will have a major voice in ensuring that future projects conform to the vision of Auburn Boulevard laid out in this Plan.

5.3.6 Developers

Developers are the private entrepreneurs that will be the focal point for assembling land, securing financing, securing development approvals, and actually building projects consistent with the Auburn Boulevard vision. In some cases, they may include not-for-profit developers of affordable housing along the Boulevard.

5.3.7 Other Public Agencies

In addition to the City's private partners, they will need the support and active participation of other public agencies such as the City of Roseville, Placer County, Park District, School District, and Regional Transit.

City of Roseville

There are three properties just south of Whyte Avenue that abut the northern boundary of The Boulevard Plan planning area and Gateway Commercial Center subdistrict and are bifurcated by the Sacramento County/Placer County line. All three of the properties have part of the property in the City of Citrus Heights and part in the City of Roseville. The City of Citrus Heights will need to coordinate with the City of Roseville to ensure continuity among these properties as well as promote a harmonious transition to surrounding land uses south of Interstate 80. The City of Citrus Heights will need to encourage the City of Roseville to promote building rehabilitation/restoration, facade improvements, and new private development that complements the Gateway Commercial Center.

Placer County

The Boulevard Plan planning area is located adjacent to unincorporated Placer County land. Most of this land, which is just north of the planning area on the east side of Auburn Boulevard, is occupied by existing single family homes. The City of Citrus Heights will need to coordinate with Placer County to ensure that new development and redevelopment in the planning area provides a transition to the surrounding residential neighborhoods within the unincorporated county.

School District

The San Juan Unified School District is one of the largest land holders in the Auburn Boulevard Corridor and manages the largest concentration of people – students, parents, teachers, and school employees – who move through and in and out of the Auburn Boulevard Corridor. Sylvan Middle School and Citrus Heights Elementary School are cultural and recreational centers, as well as educational, centers of the community. The school district has a major stake in efficient pedestrian and auto circulation and student safety within the corridor.

Park District

The Sunrise Recreational Park District (SRPD) owns and operates the major open space resource in the Auburn Boulevard Corridor. Rusch Park, with 47 acres, is the largest landscaped asset and serves surrounding neighborhoods with a community center, a swimming pool, and numerous other sports facilities. Like the school district, the park district has a major stake in efficient pedestrian and auto circulation and park visitor safety within the corridor.

Transit Providers

The City of Citrus Heights currently contracts with the Sacramento Regional Transit District (RT) for transit service. The City's transit service provider will be critical in providing access to and through the Auburn Boulevard Corridor and providing connections with Roseville Shuttle and Placer County Transit at a transfer stop on Orlando Avenue just outside the Citrus Heights city limits. The accessibility of the Auburn Boulevard corridor will depend on RT and its transit partners providing frequent bus service, coordinating transfers among systems, and upgrading transit stops.

5.4 Administrative and Organizational Actions

The City and Agency will need to undertake a range of administrative and organizational actions to reshape the Auburn Boulevard Corridor and to stimulate private investment. This includes more detailed planning and project review, technical assistance, marketing, and monitoring success.

5.4.1 Development Standards and Project Review

The City of Citrus Heights will use the development standards described in Section 3 of this Plan and the project review process as a primary tool to implement *The Boulevard Plan*. The development standards and the project review process are designed to ensure that individual projects comply with the directives of the Citrus Heights General Plan and this Plan. This is accomplished through determination of compliance with City standards and guidelines and conditions of approval. The Boulevard Plan will be implemented through development standards that are unique to Auburn Boulevard.

The area within the Auburn Boulevard corridor designated General Commercial in the General Plan Land Use Diagram will be zoned Auburn Boulevard Commercial (ABC). The development standards (allowable uses, heights, and setbacks) for the ABC District are set out in Section 3 of this Specific Plan and are referenced but not repeated in the Citrus Heights Zoning Ordinance.

While the new development standards are intended to be implemented by both existing and new development, it is not the City's intention to create numerous non-conforming uses that will be limited in their ability to operate or upgrade. The City instead, will make every effort to assist existing "non-conforming" businesses continue their operations until market forces make it advantageous for the business or property to transition to uses more consistent with the long-term vision for Auburn Boulevard.

Implementation

5.4.2 Auburn Boulevard Plan Line

The City will need to adopt a precise plan line establishing the ultimate right of way for Auburn Boulevard. This line will identify property to be acquired by the City either through dedication or purchase for the construction of streetscape improvements.

5.4.3 Technical Assistance

The City and Redevelopment Agency will provide technical assistance for a variety of activities that support revitalization of Auburn Boulevard, such as supporting a merchants and property owner association, creation of a property-based business improvement district (PBID) if appropriate, tenant recruitment, and providing architectural design services as part of a commercial rehabilitation loan program. The City/Redevelopment Agency will create a staff coordinator position to carry out these responsibilities and serve as a primary contact with business and property owners.

5.4.4 Marketing: Business Recruitment and Retention

The City, Redevelopment Agency, and the Auburn Boulevard Association, will need to engage in an active program to recruit new business and to retain existing businesses that are most appropriate to achieving the vision for Auburn Boulevard. Particularly important will be efforts to attract a new anchor, perhaps a supermarket, to the Rusch Park District, and a business hotel to the Gateway District. A market study conducted for *The Boulevard Plan* revealed market opportunities in the following types of businesses:

- Lumber and building material stores
- Nurseries and garden supply stores
- Sporting goods and bicycle stores
- Grocery stores
- Furniture and home furnishing stores
- Restaurants
- Drug stores

5.4.4 Implementation Monitoring

The City will monitor implementation of *The Boulevard Plan* through preparation and review of an annual report on the State of the Boulevard. The report will be prepared by City and Redevelopment Agency Staff and presented to the Planning Commission and City Council in June of every year. The report will focus on the status of the following:

- Roadway improvements
- Recruitment of businesses and developers
- Agency assistance to local businesses
- Property acquisition
- Special district formation
- Code enforcement and security efforts

5.4.5 Code Enforcement

Particularly in the early phases of implementing the Plan, it will be important that the quality of existing development is maintained through property inspection and code enforcement. The City's Community Development Department will conduct a systematic review of the Auburn Boulevard Corridor to identify existing violations of City codes and standards, with a



Above:
The implementation strategy includes efforts to retain and recruit businesses to Auburn Boulevard.

particular emphasis on those standards that affect the physical appearance of the Boulevard. The City will then undertake an active program that emphasizes voluntary compliance and incentives in resolving code violations.

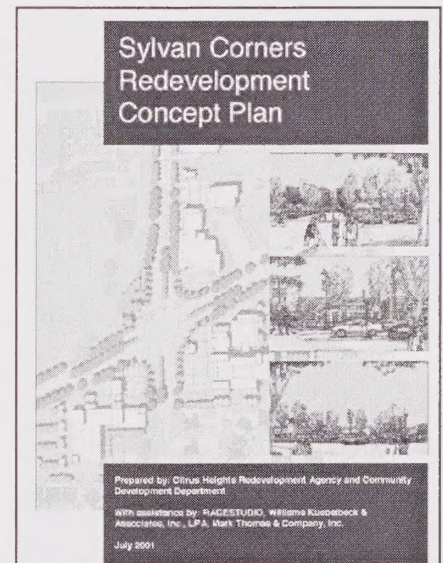
5.4.6 Public Safety and Security

As the number of people using Auburn Boulevard increases in the future, it is important that pedestrians in particular feel comfortable and safe along the Boulevard during both day and night. Walking along the Boulevard should be an experience free of fear for one's personal safety. Part of creating this security is the thoughtful design of buildings, landscape and lighting. Part of it is also including a mixture of uses that ensures that there are always "eyes on the street."

Beyond this, however, the City of Citrus Heights Police Department will provide a regular and visible presence that demonstrates the City's commitment to creating a comfortable, crime-free environment. A major focus of the Police Department's program for the Boulevard needs to be ensuring the safety and convenience of the pedestrians. This is particularly important as it relates to limiting the impact of the automobile on pedestrians.

5.4.7 Private Sector Organization: Auburn Boulevard Merchants and Property Owners Association

The successful revitalization of Auburn Boulevard will require the active involvement and strong leadership of the merchants and property owners along Auburn Boulevard. The City and Redevelopment Agency will facilitate the creation of an "Auburn Boulevard Association" or some similar group made up of the property and business stakeholders to provide a collective, private sector voice in the implementation process. These implementation partners would be the advocates for resources for revitalization efforts and would monitor the project approval process to ensure the faithful implemen-



Above and Left:
The implementation of roadway and facade improvements has begun at Sylvan Corners. The Boulevard Plan incorporates the strategies in the 2001 Sylvan Corners Redevelopment Concept Plan.

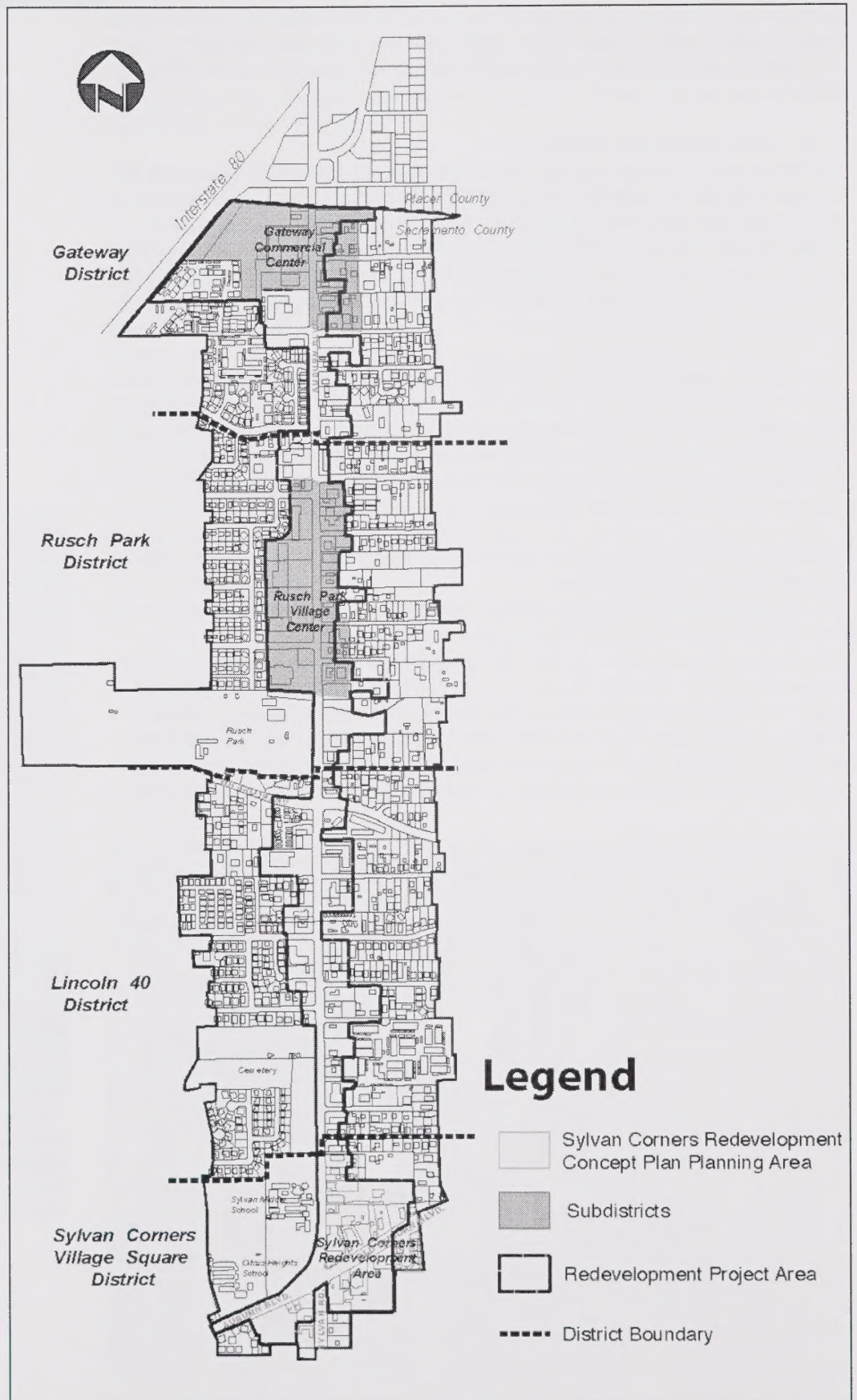


Figure 5.1: Redevelopment Project Area

tation of the Auburn Boulevard vision. The activities of this group may lead to the formation of a property-based business improvement district (PBID). The PBID is a private sector tool for property owners to assist themselves in financing physical improvements and maintenance, security programs, or proportional programs.

5.4.8 Implementation Monitoring

The City will monitor implementation of *The Boulevard Plan* through preparation and review of an annual report on the State of the Boulevard. The report will be prepared by City and Redevelopment Agency Staff and presented to the Planning Commission and City Council in June of every year. The report will focus on the status of the following:

- Roadway improvements and streetscape
- Recruitment of businesses and developers
- Agency assistance to local businesses
- Property acquisition
- Code enforcement and security efforts
- Business promotion activities

5.5 Public and Private Development Costs

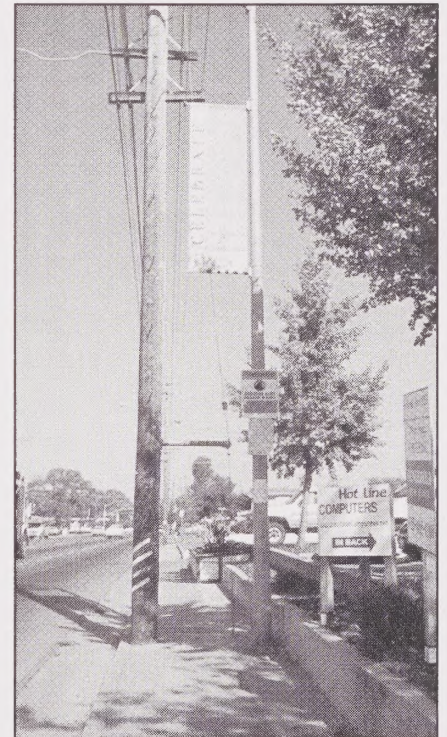
This subsection summarizes estimates for public and private investments in implementing *The Boulevard Plan*.

5.5.1 Capital Roadway Costs

Capital improvements are an important responsibility of the public sector in initiating and cooperating in a public/private partnership. Improvements made by the City encourage and stimulate private reinvestment. *The Boulevard Plan* identifies a list of the following capital improvements, needed to carry out the revitalization efforts along the Auburn Boulevard corridor: roadway improvements (including right-of-way acquisition), landscaping, lighting, undergrounding overhead utilities, traffic signals, street furniture, tree grates, bus turnouts, and enhanced crosswalks. Figure 5.2 shows that the cost to complete roadway improvements in all four districts. A more detailed table, containing the costs of the different types of improvements, is included in Appendix 5.

Figure 5.2 Roadway Improvement Costs

District	Cost
Gateway District	\$4,283,000
Rusch Park District	\$5,502,850
Lincoln 40 District	\$5,247,150
Sylvan Corners Village Square District	\$773,150
TOTAL	\$15,806,150



Above:
The roadway planning includes undergrounding of utilities, new sidewalks, lighting, landscaping and improvements to driveway access and parking lots.

Figure 5.3 shows the costs for reconstructing existing parking lots as a result of roadway and streetscape improvements and associated right-of-way acquisition.

Figure 5.3 On-site Parking Reconfiguration Costs	
District	Cost
Gateway District	\$900,000
Rusch Park District	\$1,325,000
Lincoln 40 District	\$1,247,500
Sylvan Corners Village Square District	\$152,500
TOTAL	\$3,625,000

The City identified costs to realign roadways at Rollingwood Boulevard and Walnut Drive and Linden Avenue and the new entrance to the Gateway Commercial Center (see Figure 5.4). Costs include full and partial property acquisition; roadway excavation; aggregate base; asphalt concrete; and curb, gutter, and sidewalk. The Linden Avenue realignment will cost approximately \$1,000,000 and the Walnut Drive Realignment will cost approximately \$900,000 for a total of \$1.9 million for both realignments. A more detailed table, containing the costs of the different types of improvements, is included in Appendix 5.

Figure 5.4 Realignment Improvement Costs	
Realignment Location	Cost
Linden Avenue	\$1,083,200
Walnut Drive	\$877,731
TOTAL	\$1,960,931

5.5.2 Development Project Costs

Figure 5.5 estimates private development costs for construction of commercial and residential development on the two catalyst centers: Gateway Commercial Center and Rusch Park Village Center. Private development in the Gateway Commercial Center will cost approximately \$66 million while development in the Rusch Park Village Center will cost approximately \$72 million. New development in these areas will require significant subsidies from the City and Redevelopment Agency.

Figure 5.5 Development Project Costs for Gateway Commercial Center and Rusch Park Village Center

Figure 5.5 Development Costs for Gateway Commercial Center and Rusch Park Village Center			
Realignment Location	Residential	Commercial	Total
Gateway Commercial Center	\$38,150,000	\$28,200,000	\$66,350,000
Rusch Park Village Center	\$51,875,000	\$19,650,000	\$71,525,000
TOTAL	\$90,025,000	\$47,850,000	\$137,875,000

5.5.3 Administrative Costs

The first step in the implementation of *The Boulevard Plan* will be to address administrative actions, including establishing a technical assistance program to support the merchants and property owners with legal and architectural assistance and recruiting a part-time project coordinator to manage the development of the Boulevard. The City estimates that this will cost \$100,000 annually and approximately \$1,000,000 over the first 10 years of Plan implementation (see Figure 5.6).

Figure 5.6 Annual Administrative Costs	
Administrative Action	Annual Cost
Project Coordinator	\$50,00
Architectural Technical Assistance	\$25,000
Legal Technical Assistance	\$25,000
TOTAL	\$100,000

It is difficult to estimate the total need for façade improvements for existing businesses along the Boulevard. The City intends to earmark \$50,000 per year to support such façade improvements.

5.6 Sources of Funding

Revitalizing Auburn Boulevard and improving its appearance and function will require continued public and private investments in the physical structure of the corridor. There are several financing methods that are appropriate for

implementation within *The Boulevard Plan* planning area. The following is a summary of possible methods for financing the capital improvements identified in earlier in this section. An expanded discussion of the financing strategies can be found in Appendix 6.

Financing the public and private improvements required to transform Auburn Boulevard will involve the strategic and creative use of numerous funding sources. The four sources most likely to be utilized include the following:

1. A combination of federal, state, and local funding.
2. Tax increment financing through the Redevelopment Agency.
3. Formation of one or more land-secured financing districts.
3. Developer equity, conventional financing, and other forms of private financing.

5.6.1 Federal, State, and Local Funding

These sources of funding include grants, loans, and other financing from federal, state, and local agencies. Some of these potential funding sources have been utilized in Citrus Heights already, and may become available for Auburn Boulevard improvements especially if other forms of matching funds can be raised. A brief description of these types of funding is provided below:

Measure A-Construction Fund

This funding source was approved by Sacramento County voters in the form of a 1/2-cent sales tax in the late 1980s to fund specific transportation projects. When Citrus Heights incorporated, Measure A funds programmed for County transportation projects within Citrus Heights became available to the City as a funding source for those projects previously under County jurisdiction. Measure A funds could be used During FY 2003 and 2004, the City allocated \$1.5 million of Measure A funds to Auburn Boulevard. The City has since reallocated approximately \$750,000 to other projects within the City, so the City has \$750,000 remaining to fund eligible improvements projects within Auburn Boulevard planning area.

TEA-3

In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed it in 1998 through the Transportation Equity Act for the 21st Century (TEA-21). TEA-3, which is the third iteration of the transportation law, provides a large source of transportation improvement project and maintenance funding. The City has \$1.1 million available for right-of-way acquisition for the southern half (Sylvan Road to Antelope Road) of the Auburn Boulevard corridor.

SACOG Community Design Program

In July 2002, the Sacramento Area Council of Governments (SACOG) adopted the Metropolitan Transportation Plan for 2025. This 23-year, \$22 billion plan for the six counties of the Sacramento region includes a \$500 million program called Community Design, directly funded by SACOG, that supports many of the goals of the Plan. Public agencies are periodically given the opportunity to apply for these funds, either separately or with partners from the private sector or non-profit organizations. Financial support for Community Design comes primarily from federal funding sources expected to be available to the region and continuing throughout the life of the Metropolitan Transportation Plan for 2025.

In November 2002, the SACOG Board of Directors approved \$12 million of funds for Community Design in the first two years of TEA-3 funding (2003-04 and 2004-05). The City of Citrus Heights applied for \$2 million in funds, but was not selected for the 2003 to 2005 application period. The City intends to keep reapplying for the Community Design Program funds over the next twenty years.

Redevelopment Agency Financing

Most of the properties that front Auburn Boulevard fall within the Redevelopment Agency's project boundaries. The City's Redevelopment Plan outlines a series of activities to be implemented, including the following:

1. Reconstruct, replace, or install needed infrastructure and related improvements.
2. Selectively assemble parcels of land, including acquisition, demolition, environmental remediation, and other site preparation activities.
3. Strengthen and expand existing land uses, and participate in funding new developments, through an owner participation program.
4. Conduct business attraction, retention, and expansion through business improvement districts, special zone designations, public-private partnerships, advertising, joint marketing programs, and other business development efforts.
5. Establish a commercial rehabilitation loan and grant program.
6. Provide new affordable housing units, loans and grants for rehabilitation of existing units, and a first-time home buyers assistance program, all for very low-, low-, and moderate-income households.
7. Provide technical assistance to landowners using City and Redevelopment Agency staff.

The source of funding for these activities is tax increment revenue, which is equal to annual property tax revenue generated inside the project area above the amount generated in 1997-98 when the redevelopment plan was adopted. The annual incremental assessed valuation inside the project may increase due to property ownership transfers, new construction activities, and statutory maximum allowable inflationary increases of two percent per year. Property tax levies are equal to one percent of the assessed valuation.

Since *The Boulevard Plan* incorporates residential development that could meet the needs of lower income households, the LMI Set Aside funds are included as a potential funding source. In addition, the Stock Ranch development is located within the larger redevelopment project area that includes the Auburn Boulevard Specific Plan area, and tax increment generated by Stock Ranch may be applied to the funding needs along Auburn Boulevard. Finally, because of the project's high priority, the City intends to earmark all other available Redevelopment Agency resources for Auburn Boulevard revitalization.

Figure 5.7 presents estimates of the tax increment and sales tax revenues of the The Boulevard Plan at buildout. (It should be noted that it may take 20 years or more to build out the Plan.) The four districts are projected to create an annual stream of \$948,000 in tax increment when fully developed. Coupled with an estimated \$409,000 per year from Stock Ranch upon its completion and \$248,000 in other available Redevelopment Agency revenues (other tax increment less Agency costs), annual tax increment revenues available to address Auburn Boulevard Specific Plan funding needs

Implementation

amount to \$1,605,000. A total of \$48,000 in additional sales tax revenue is estimated to be collected by the City annually when the Auburn Boulevard Specific Plan area builds out. Sylvan Corners and Lincoln 40 produce a positive sales tax impact with additional retail development and nominal amounts of displaced land uses, while Rusch Park and Boulevard Gateway generate a negative sales tax impact as new residential and hotel development displace existing sales tax-producing land uses.

Figure 5.7 Tax Revenue at Buildout	
Tax Increment	
Redevelopment Fund	\$1,202,000
Low/Moderate Income Fund	\$403,000
<i>Subtotal</i>	<i>\$1,605,000</i>
Sales Tax	
Sales Tax Revenue	\$48,000
<i>Subtotal</i>	<i>\$48,000</i>
TOTAL	\$1,653,000

Figure 5.8 illustrates the amount of money that could be generated from a tax allocation bond issue based on the tax increment revenue expected when development is completed. (Again, it should be noted that it may take 20 years or more to build out the Plan.) A bond issue will include costs of issuance and a debt service reserve fund, so the net proceeds will be less than the total amount of bonds sold. Bonds are assumed to be sold at 6.5 percent for 30 years based on 125 percent debt service coverage. Total net bond proceeds for infrastructure are estimated to be \$14.6 million including Stock Ranch and other available Redevelopment Agency resources. Applying Stock Ranch tax increment revenues and other available Redevelopment Agency revenues to Auburn Boulevard will facilitate the area's ability to achieve its public improvement objectives.

Figure 5.8 Net Bond Proceeds	
Redevelopment Fund	\$10,968,000
Low/Moderate Income Fund	\$3,677,000
Subtotal	\$14,645,000

Land-Secured Financing

Land-secured financing for capital improvements generally involves either Assessment Districts or Community Facilities Districts. Given the flexibility that would be required to meet the unique needs within the specific plan area, a Community Facilities District would likely be the selected form of land-secured financing. The Mello-Roos Community Facilities Act (the "Act") [Section 53311 et. seq. of the Government Code] was enacted by the California State Legislature in 1982 to provide an alternate means of financing public infrastructure and services subsequent to the passage of

Proposition 13 in 1978. The Act complies with Proposition 13, which permits cities, counties, and special districts to create defined areas within their jurisdiction and, by a two-thirds vote within the defined area, impose special taxes to pay for the public improvements and services needed to serve that area. The Act defines the area subject to a special tax as a Community Facilities District (CFD).

Private Financing

Revitalization of the Gateway and Rusch Park District of The Boulevard Plan will involve significant amounts of new development, which means participation by sophisticated private developers is likely. Private developers may construct many of the public facilities that are required to serve these areas, using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing.

5.6 Phasing

The Boulevard Plan has a four-phase plan for implementing its revitalization efforts over a 20+ year period. This includes actions by the City, Redevelopment Agency, and private property owners. The sequencing of public and private investment is an important feature in the planning of Auburn Boulevard. At a practical level, it provides an orderly implementation process lessening impacts on existing businesses and residents. At a strategic level, it can increase the market interest and quality of investment. It can also reduce costs and time required to make improvements.

5.7.1 Phasing

Figure 5.9 and 5.10 show the phasing features in both the Gateway Commercial Center and the Rusch Park Village Center.

Phase 1 (Years 2004 through 2008)

In the first phase, the City will focus on administrative actions, catalyst projects at both village centers, and the roadway improvements from the Sylvan Corners Village Square District to Antelope Road. The first two years of Phase 1 will address administrative actions, including establishing a technical assistance program to support the merchants and property owners with legal and architectural assistance; recruit a part-time project coordinator to managing the development of the Boulevard; establish a façade grant program; and perform a financial feasibility analysis for the two catalyst sites.

The City will also focus its efforts on recruiting a hotel on the K-mart site in the Gateway District. This site will serve as an initial catalyst and develop the highway image of the Gateway District. The other catalyst project site is the existing 10-acre Grand Oaks Center in the Rusch Park Village Center, which will assist in the transformation of the district. This site is the core of the village center and will help to create a place and destination.

The roadway project has already begun in the Sylvan Corners area. The City will finish the first segment (Sylvan Corners to Antelope Road) of the roadway improvements and enhancements including right-of-way acquisition, landscaping, lighting; undergrounding overhead utilities; street furniture; bus turnouts; enhanced crosswalks; and on-site parking reconfiguration.

Implementation



*Above:
The large parcels at the northern
end of Auburn Boulevard become
important catalyst opportunities for
the Gateway District.*

Phase 2 (Years 2009 through 2013)

In Phase 2, the gateway “image” commercial sites will be developed at the north end of the Gateway Commercial Center. In the Rusch Park Village Center, the City and the Agency will focus replacing the bowling alley with a townhouse neighborhood that connects to Rusch Park. The City will begin road improvements on the last segment (Antelope Road to the County boundary line) of Auburn Boulevard.

Phase 3 and 4 (Years 2014 and beyond)

Phase 3 emphasizes implementation of office development and the plaza in the Gateway Commercial Center and the second wave of commercial development within the Rusch Park Village Center. The fourth phase of activities includes implementing the two mixed use developments and live-work townhouses in the Gateway Commercial Center and the mixed-use development

Gateway District Program Summary

<u>Land Use</u>	<u>Development Program</u>	<u>Parking</u>
Hotel	150 rooms	146 in lots 10 on-street
Office	93,000 SF	278 in lots (3 per 1000 SF)
Storefront Commercial	40,000 SF	105 on-street (3 per 1000 SF)
Apartments	250 units	375 in structures (1.5 per unit)
Live-work Townhouses	26 units	52 tuck-under spaces (2 per unit)

Gateway District Phasing

Phasing Features:

- Kmart site as initial catalyst and highway image
- Gateway “image” commercial sites in second phase
- Office employment and park in Phase 3
- Housing and mixed-use in later phase reflecting market and financial feasibility

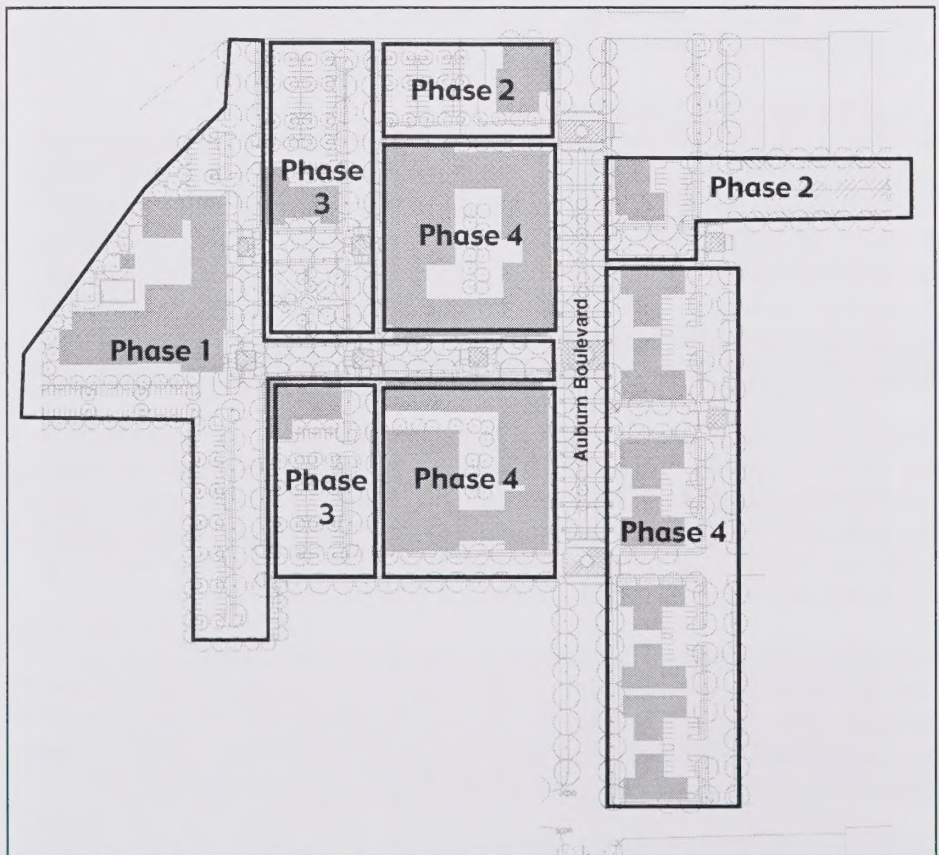


Figure 5.9 Rusch Park District Phasing

Rusch Park District Program Summary

<u>Land Use</u>	<u>Development Program</u>	<u>Parking</u>
Commercial	121,000 SF	385 in lots (3/1000 SF)
Mixed-use Commercial	10,000 SF	shared on-street
Mixed-use Apartments	75 units	75 tuck-under (1 per unit)
Walk-up Apartments	40 units	60 spaces (1.5 per unit)
Live-work Townhouses	150 units	300 tuck-under spaces (2 per unit)

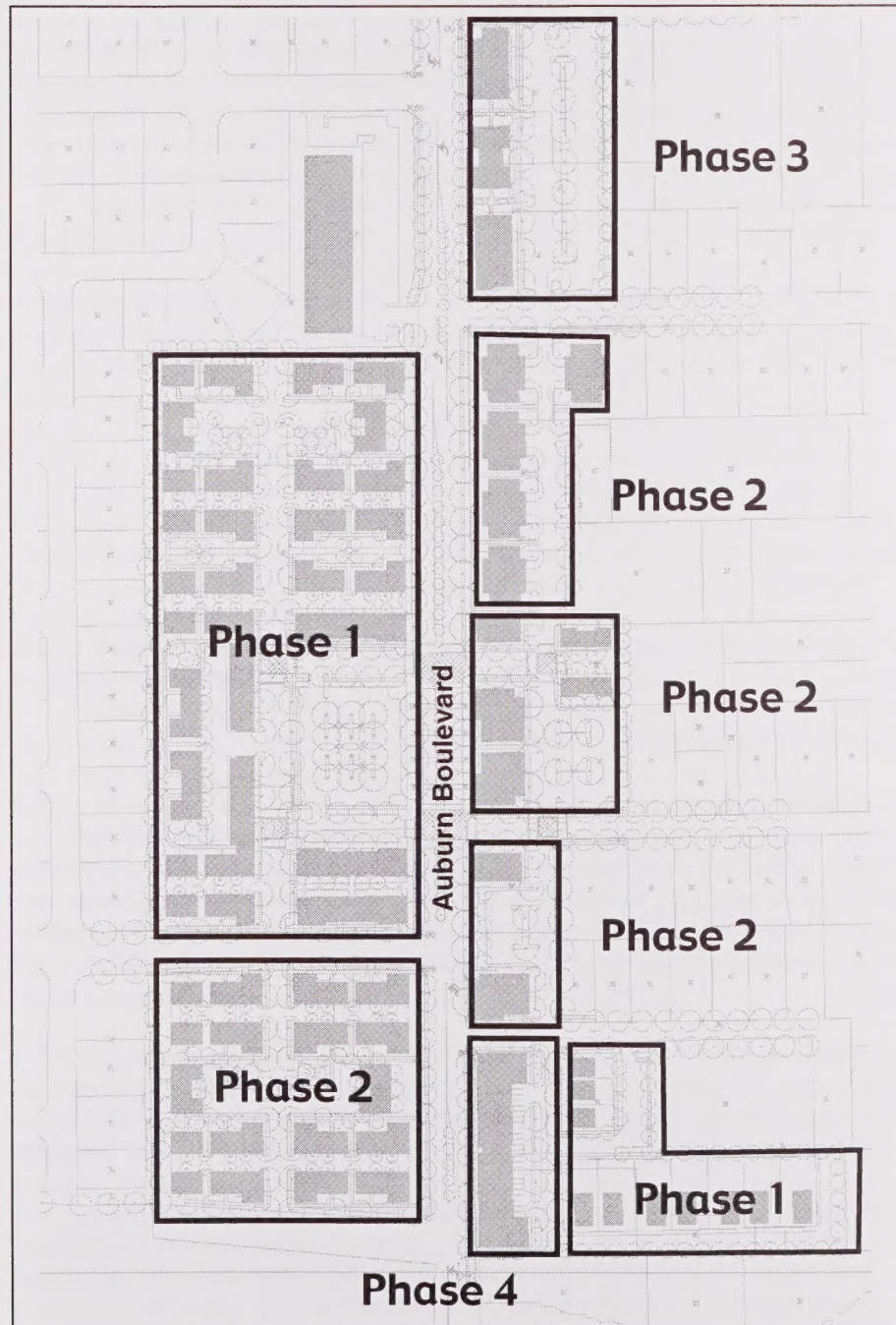


Figure 5.10 Gateway District Phasing

Rusch Park District Phasing

Phasing Features:

- Grand Oaks Center as initial phase to create a place and destination
- Bowling alley site as continuation of townhouse neighborhood and connection to park
- Commercial frontage in Phase 2 and 3
- Mixed-use project late phase reflecting market and financial feasibility



Above:
The 1958 vintage Grand Oaks Center is the principal catalyst site for the Rusch Park District.

on the southern part of the Rusch Park Village Center. These projects are addressed in the last phase to reflect market and financial feasibility.

5.7.2 Financing Strategy

The focus of implementation for this Plan is on the first phase (2004-2008). Phase 1 will require a the City's commitment of approximately \$11.2 million to pay for administrative costs, roadway construction and parking reconfiguration from Sylvan Road to Antelope Road, catalyst site support at both village centers, and façade improvements (see Figure 5.9).

5.7 Phasing and Financing Strategy

Revitalizing Auburn Boulevard and improving its appearance and function will require continued public and private investments in the physical structure of the corridor. There are several financing methods that are appropriate for implementation within *The Boulevard Plan* planning area. The following is a summary of possible methods for financing the capital improvements identified in earlier in this section. An expanded discussion of the financing strategies can be found in Appendix 6.

Financing the public and private improvements required to transform Auburn Boulevard will involve the strategic and creative use of numerous funding sources. The five sources most likely to be utilized include the following:

1. A combination of federal, state, and local funding.
2. Tax increment financing through the Redevelopment Agency.
3. Formation of one or more land-secured financing districts.
4. Formation of a Property-Based Business Improvement District.
5. Developer equity, conventional financing, and other forms of private financing.

The following describes the five types of funding sources. Table A.6.1, which appears later in Appendix 6, identifies which types of funding sources are available and/or are appropriate for the various types of improvements required for Auburn Boulevard revitalization.

5.7.1 Federal, State, and Local Funding

These sources of funding include grants, loans, and other financing from federal, state, and local agencies. Some of these potential funding sources have been utilized in Citrus Heights already, and may become available for Auburn Boulevard improvements especially if other forms of matching funds can be raised. A brief description of these types of funding is provided below:

5.7.2 Redevelopment Agency Financing

Most of the properties that front Auburn Boulevard fall within the Redevelopment Agency's project boundaries. The City's Redevelopment Plan outlines a series of activities to be implemented, including the following:

1. Reconstruct, replace, or install needed infrastructure and related improvements.
2. Selectively assemble parcels of land, including acquisition, demolition, environmental remediation, and other site preparation activities.
3. Strengthen and expand existing land uses, and participate in funding new developments, through an owner participation program.

4. Conduct business attraction, retention, and expansion through business improvement districts, special zone designations, public-private partnerships, advertising, joint marketing programs, and other business development efforts.
5. Establish a commercial rehabilitation loan and grant program.
6. Provide new affordable housing units, loans and grants for rehabilitation of existing units, and a first-time home buyers assistance program, all for very low-, low-, and moderate-income households.
7. Provide technical assistance to landowners using City and Redevelopment Agency staff.

The source of funding for these activities is tax increment revenue, which is equal to annual property tax revenue generated inside the project area above the amount generated in 1997-98 when the redevelopment plan was adopted. The annual incremental assessed valuation inside the project may increase due to property ownership transfers, new construction activities, and statutory maximum allowable inflationary increases of two percent per year. Property tax levies are equal to one percent of the assessed valuation.

5.7.3 Land-Secured Financing

Land-secured financing for capital improvements generally involves either Assessment Districts or Community Facilities Districts. Given the flexibility that would be required to meet the unique needs within the specific plan area, a Community Facilities District would likely be the selected form of land-secured financing. The Mello-Roos Community Facilities Act (the "Act") [Section 53311 et. seq. of the Government Code] was enacted by the California State Legislature in 1982 to provide an alternate means of financing public infrastructure and services subsequent to the passage of Proposition 13 in 1978. The Act complies with Proposition 13, which permits cities, counties, and special districts to create defined areas within their jurisdiction and, by a two-thirds vote within the defined area, impose special taxes to pay for the public improvements and services needed to serve that area. The Act defines the area subject to a special tax as a Community Facilities District (CFD).

5.7.4 Property-Based Business Improvement District (PBID)

The Property and Business Improvement District Law of 1994 [Section 36600 et. seq. of the Streets and Highways Code] allows a city or county to adopt a resolution of intention to form a property-based business improvement district (PBID). Signed petitions from property owners who would pay more than 50% of the proposed assessments must be received by the public agency to initiate PBID formation proceedings. Within 15 days of receiving the petitions, the public agency must appoint an advisory board that will make recommendations about the proposed assessments.

5.7.5 Private Financing

Revitalization of the Boulevard Gateway and Rusch Park District of the Auburn Boulevard Specific Plan will involve significant amounts of new development, which means participation by sophisticated private developers is likely. Private developers may construct many of the public facilities that are required to serve these areas, using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing.

5.7.6 Funding Sources for Capital Improvements

Generally the most productive application of funding sources involves a combination of public and private sources that represents one of many components of a public-private partnership to complete a development or redevelopment project. Both the City and landowners stand to benefit from successful projects of this nature, and private dollars invested in a project can be leveraged with matching funds or other types of public financing. In addition, with future development in the specific plan area possibly occurring over decades rather than years, developers may be unwilling or unable to front the entire cost of public facilities, especially improvements that serve areas other than their own developments. A financing program that incorporates a public-private partnership approach may alleviate developer cash flow problems, allowing developers to front a portion of the public facilities and be reimbursed quickly through bond issues or other means. In some cases, it may be appropriate to simply have public financing mechanisms fund a portion of the public facilities directly so that a reimbursement is not required.

Figure 5.9 Phase 1 Financing Strategy (2004-08)

Administrative Costs	\$500,000
Roadway Construction – Sylvan Rd. to Antelope Rd.	\$6,020,300
Parking Reconfiguration - Sylvan Rd. to Antelope Rd.	\$1,400,000
Catalyst Site Support	\$3,000,000
Facade Improvements	\$250,000
TOTAL	\$11,170,300

5.8 Follow-up Studies

There are several sites along Auburn Boulevard that will require further study to determine their feasibility for future development. The two catalyst sites (Gateway Commercial Center and Rusch Park Village Center) will require a pro forma analysis to assist in developing a financing strategy for the sites. The pro forma shall be carried out during Phase 1. Should there be development interest along Cripple Creek or at southwest corner of Auburn Boulevard and Antelope Road, the City should consider preparing a development feasibility study for both sites.

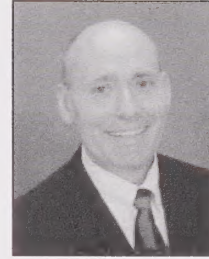
- Pro Forma Analysis for Catalyst Sites (Gateway Commercial Center and Rusch Park Village Center)
- Development Feasibility Study of Parcels along Cripple Creek
- Development Feasibility Study for Southwest Corner of Auburn Boulevard and Antelope Road

Acknowledgements

Tribute to:

William Hughes, Mayor

The Boulevard Plan is dedicated to the memory of Bill Hughes, who served on the Citrus Heights City Council from the City's incorporation in 1997 to the time of his death in November 2003. As mayor, Bill provided strong leadership and vision in the planning for the future of Auburn Boulevard.



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Left:
Special thank you to all those participated in the community workshops and meetings

APPENDIX 1:
Summary of Community
Participation/Input

Summary of Community Participation/Input

PROCESS

The process of preparing the Auburn Boulevard Specific Plan was a collaborative effort of the City of Citrus Heights and its Consultants, business and property owners, neighboring home owners and renters, and the larger community. This process was carried out in three major phases: Opportunities and Objectives, Options, and Concept and Action Plan.

Community Outreach

To solicit the views of the community and Auburn Boulevard stakeholders, the City of Citrus Heights convened an extensive series of meetings throughout the planning process leading to adoption of this Plan. These meetings included four Community Workshops, five Stakeholders Workshops, and four Joint City Council/Planning Commission Study Sessions. City Staff and the Consultants met individually with local property owners to address their concerns regarding potential changes to their land and surrounding properties. The City and Consultants also met with local land development and building professionals to obtain their input on the physical, market, and financial feasibility of various conceptual development programs based on the Concepts and Options Report. The City Council and Planning Commission also conducted formal public hearings leading up to the adoption of the Specific Plan on **2004 [TO BE DETERMINED]**.

- Community Workshop #1 (November 12, 2002)
- Community Workshop #2 (January 30, 2003)
- Community Workshop #3 (April 22, 2003)

- Stakeholders Workshop #1 (October 25, 2002)
- Stakeholders Workshop #2 (November 22, 2002)
- Stakeholders Workshop #3 (February 14, 2003)
- Stakeholders Workshop #4 (April 11, 2003)
- Stakeholders Workshop #5 (February 10, 2004)

- Joint City Council/Planning Commission Study Session #1 (February 26, 2003)
- Joint City Council/Planning Commission Study Session #2 (April 9, 2003)
- Joint City Council/Planning Commission Study Session #3 (June 11, 2003)
- Joint City Council/Planning Commission Study Session #4 (December 10, 2003)

- Auburn Boulevard Property Owners Meeting #1 (June 6, 2003)
- Auburn Boulevard Property Owners Meeting #2 (June 6, 2003)
- Developer Technical Review Session #1 (June 30, 2003)
- Developer Technical Review Session #2 (August 1, 2003)

Community Workshops and Stakeholder Meetings

Stakeholders Workshop #1

On October 25, 2002, over 20 people attended the first of five meetings with property owners, business owners, and representatives of adjacent residential properties. The objectives of the meeting were to review the planning process, discuss important issues and objectives for the Planning Area, and identify other people who should be included in the meetings.

Community Workshop #1

On November 12, 2002, over 30 people participated in the first of three community workshops to plan for the future of Auburn Boulevard. Workshop objectives included reviewing the overall

planning process and discussing issues and objectives for the Boulevard. Participants worked as members of five planning teams to map issues and highlight their objectives.

Stakeholders Workshop #2

On November 22, 2002, approximately 20 people gathered for the second stakeholders meeting to discuss the results of the November 12 community workshop and initial planning analysis.

Community Workshop #2

On January 30, 2003, over 20 people participated in the second of three community workshops to review the three planning options for the development of Auburn Boulevard. The participants were divided into three planning teams and were asked to identify the strengths and features in each option they liked and wanted to include in a preferred concept plan. Criteria for evaluation included objectives established at the first community workshop. These objectives included:

- Beautification of Auburn Boulevard
- Improved interface with existing neighborhoods
- Improved pedestrian and vehicular safety

Stakeholders Workshop #3

On February 14, 2003, 14 stakeholders attended the third of five meetings with community and local stakeholders. The meeting focused on implementation issues concerning roadway improvements and public and private financing options.

Community Workshop #3

On April 22, 2003, approximately 15 interested residents, property, and business owners attended the third of three community workshops to develop a preferred planning concept for Auburn Boulevard. The purpose of the workshop was to review the overall status of the planning process and discuss the direction given to the planning team by the City Council and Planning Commission at the April 9, 2003, Joint Study Session. Because several of the people had not attended previous workshops, more time was spent discussing the specific plan scope and process.

Key Issues from Community and Stakeholder Workshops

Based on the community and stakeholder workshops, the following issues were identified as the community's top concerns along Auburn Boulevard, including:

- Ingress and egress (too many driveways);
- Beautification;
- Cut-through traffic;
- Littering/trash;
- Lighting;
- Noise (sound wall to prevent traffic noise);
- Congestion;
- Homeless people;
- Vandalism;
- Property loss (negative business impacts due to widening activities);
- Turn lane off Linden (2 killed in 20 years and 1 injury per month by K-Mart); and
- Safety (sidewalks, parking, turn lanes, sidewalks, turning lane).

TECHNICAL REVIEW SESSIONS

As part of the Specific Plan process the City of Citrus Heights conducted two technical review sessions to review the draft conceptual development programs for Subarea 4 (Rusch Park Village Center) and Subarea 5 (Gateway Commercial Center). The two technical review sessions were conducted on July 30 and August 1, 2003, respectively.

The City of Citrus Heights invited representatives of the real estate development and brokerage community, experienced in the type of development envisioned for Subarea 4 and Subarea 5, to participate in the two technical review sessions. In addition Mayor Hughes and representatives of city staff and the Specific Plan consulting team participated in the technical review sessions. The following lists the participants at these meetings:

Development/Building Community

Randy Boehm Vice President Walsh & Forster, Inc.	Philip Bowman Senior Vice President Lennar Partners	Robert Holmes Senior Project Manager Regis Homes of Northern California
John Saca President Saca Development	Thomas E. Callahan Executive Voice President PKF Consulting	James Cordano III Vice President Cordano Company
David Taylor President David S. Taylor Interests	Al Gianini Managing Director CB Richard Ellis	

City of Citrus Heights

William Hughes, Mayor	Henry Tingle, City Manager	Janet Ruggiero, Community, Development Director
Rhonda Sherman, Economic Development Director	Bob MacNicholl, Associate Planner	

Consultants

Larry Mintier, Principal J. Laurence Mintier & Associates	Bruce Race, Principal RACESTUDIO	Andrew J. Plescia, Principal A. Plescia & C.
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The purposes of these technical review sessions was to obtain input on the physical, market and economic feasibility of the draft conceptual development programs, and planned implementation approach for achieving revitalization of the existing properties along Auburn Boulevard. The technical review sessions were also intended to test the draft conceptual development programs prior to finalizing land use and revitalization recommendations within the Auburn Boulevard Specific Plan.

The City and its consultants prepared the following questions of the development/building representatives:

1. What is the appropriate type, scope and scale of development to effectively create the catalyst project for revitalization of that segment of Auburn Boulevard? Is there a minimal amount of property area that is required to create an effective potential redevelopment site?
2. What is the appropriate type and mixture of land uses for the subject development site? Which of these potential uses appear to be supportive in terms of the current (and/or projected) real estate market conditions for the area?
3. For mixed-use development projects – is there a strategy for phasing or sequencing of the respective land use components? Is there a particular land use component(s) that

tends to be initiated first as a means to stimulate development of the other planned land use components of a project?

4. What are the types and extent of public improvements (streets, landscape, street lighting, sidewalks, signage, etc.) required to create the appropriate “context” to facilitate new redevelopment activity?

5. What are the opportunities to develop joint use/shared parking for the various land uses of an urban scale, mixed-use development project? How can joint use/shared parking assure adequate parking for all uses of a mixed-use development project?

6. What are the essential elements of developing successful urban scale housing in a mixed-use (combined with retail and/or office uses) environment? What are the appropriate types of units – i.e. rental versus ownership? loft style housing? live/work units? vertical mixed-use versus horizontal mixed-use?

7. How does the City of Citrus Heights position itself to effectively market the planned development project so as to attract the right prospective developers with ability to successfully carryout the planned project?

The following are a summary of the “key” findings that related to both subarea discussions. The six “key” findings were:

Findings No. 1:

The plan for revitalization of Auburn Boulevard needs to be striking and bold, create an identity for the corridor, establish the corridor as “place”, and treat the corridor as a distinct district.

Finding No. 2:

There is potential to develop an urban scale mixed-use development of retail and residential uses as envisioned in the draft conceptual development program for Subarea 4. The development should include retail use, mixed-use (rental housing over retail) and detached or attached housing (ownership) - horizontally separated from the retail/mixed-uses and strongly connected to Rusch Park.

Finding No. 3:

There is potential to develop an urban scale mixed-use development of office, retail, hotel and residential uses as envisioned in the draft conceptual development program for Subarea 5 (although the hotel component might need to be developed at a later point in time). The development should include small/specialized office space, support/ancillary retail, housing (rental) and preservation of site area for a future hotel.

Finding No. 4:

Efforts to revitalize Auburn Boulevard should begin at the “gateway” of Auburn Boulevard at the Citrus Heights-Roseville city limits (near Interstate 80). It is necessary to establish the correct tone for future development along the corridor by creating a positive, high quality “window” and major entry on Auburn Boulevard at that location.

Finding No. 5:

Efforts to redevelop Auburn Boulevard need to be a part of an overall comprehensive revitalization program that includes components such as streetscape/landscape improvements, identification/directional signage program, commercial rehabilitation and façade loan program, and code enforcement and nuisance abatement activities.

Finding No. 6:

The City of Citrus Heights needs to be very proactive in initiating and implementing a revitalization program for Auburn Boulevard; including use of redevelopment authorities and

financing to acquire/assemble certain properties to create key redevelopment opportunities along Auburn Boulevard.

Summary of Comments and Recommendations

The following is a summary of comments and recommendations from the two technical review sessions on July 30 and August 1, 2003, respectively. The following represents a composite of comments and recommendations presented to the City of Citrus Heights by the private sector representatives participating in the two technical review sessions. The following comments and recommendations relate to both subareas unless otherwise indicated.

Type, Scope and Scale of Development

- Address each subarea as a potential new “district” – not just a parcel-by-parcel development site.
- City of Citrus Heights should consider undertaking redevelopment/revitalization of the entire subject areas identified in the draft conceptual development program;
- Redevelopment of the subject areas would be best if existing uses/buildings were removed and new development was constructed;
- Potential development could be either vertical mixed-use i.e. residential or office over retail and/or horizontal mixed-use (uses adjacent to each other);

In regards to Subarea 4:

- Opportunity to do retail and housing with strong connection/linkage with Rusch Park; retail could or not include grocery store;
- Consider expanding potential development site to west to increase opportunity to achieve a better connection/linkage to Rusch Park

In regards to Subarea 5:

- The subject site area represents an opportunity to create a “key” entry into Citrus Heights; create a “destination”;
- Opportunity to develop a mixture of complimentary uses include office, retail, hotel and/or residential;

Type and Mixture of Land Uses

Office

- Appears to be some market support for office use i.e. flex office space; based on advantage of being in proximity to South Placer County/Roseville; but with having lease rates less than South Placer County/Roseville
- Opportunity to develop small/specialized office space; office condominiums approximately 2,500 to 10,000 square feet in size
- Additional new office development could build on the existing office development on along Auburn Boulevard near the subject site area;

- Developing specialty office above retail appears to be risky.

Retail

- Challenge to overcome with potential retail end users is the existing image and demographics of the immediate trade area surrounding Auburn boulevard;
- Difficult to attract first-tier (large and mid-size) retail users due to competition with Stock Ranch development project;
- Retail will tend to follow other uses – i.e. office, hotel, residential; unless retail is a destination use i.e. grocery store;
- Success of attracting quality retail users (i.e. restaurants, coffee, etc.) would be enhanced by location of a quality full service grocery store;
- Location of subject area appears to be underserved for grocery; success of a grocery store along Auburn Boulevard could be enhanced by serving that portion of Roseville west of Interstate 80;

In regards to Subarea 4:

- Locate retail uses closest to Auburn Boulevard with parking to rear of buildings;
- Although grocery store previously existed on the site, it would be best to consult with grocery store end users as to the best potential location for a grocery store along Auburn Boulevard.

In regards to Subarea 5:

- If a proactive redevelopment program is not initiated – retail users likely to be attracted to the subject site would be “factory-to-users” stores and discount retailers (i.e. Big/Lots, Dollar Tree, etc.) when the KMART goes out of business.
- With a proactive redevelopment program retail users would likely be small support retail business focused on adjacent office and hotel use i.e. restaurants, cafes, coffee houses; copy centers, etc.
- Potential for restaurants due to freeway accessibility and adjacent planned office (day time employment) and/or hotel uses;

Hotel

- Projected demand for 150 to 200 additional hotel rooms in area over the next seven years; good market absorption in Roseville (70% occupancy rate and \$90 average daily room rate); three additional hotels under construction in Roseville; appears to be several additional developments being pursued in the general area to meet the remaining projected demand;

- Economics of a 150 to 200 room property with meeting/banquet space (5,000 SF) is difficult; average daily room rates do not fully offset costs of development (need \$1.00 in average daily room rate for every \$10,000 in development cost);
- Meeting/banquet space doesn't enhance economics/financing of hotel property; would need public subsidy; could consider hotel with separate/adjacent meeting and banquet space, with such space publicly financed;
- Appears to be little demand for meeting/banquet space – other than for social activities;
- Need strong “branding” flag on hotel property;
- Potential methods of public financing investment include land write down, financing meeting/conference space, and rebate of Transient Occupancy Tax;
- Hotel development difficult to finance; 60% to 65% loan to value ratio; best if hotel has fee simple interest in land (versus leasehold interest); hotels with cost in \$10 to \$15 million range are currently easiest to finance;
- Opportunity to pursue development of upper tier limited service hotel facility i.e. Hampton Suites, Marriott Courtyard, Hilton Garden; 125 rooms;
- Cost is \$85,000 per room (limited service hotel); \$120,000 per room (full service with meeting/restaurant space); land cost at \$7,000 to \$10,000 per room;
- A potential hotel could be a later phase of the project; designated site (approximately 3.0 acres) could be preserved for future hotel use.

In regards to Subarea 5:

- K-Mart site considered to be a secondary site due to competition with existing/planned hotel facilities in Roseville;

Residential

- Strong market support to achieve residential development early in redevelopment process; such early development would help signal the transition of the subject area;
- High quality and well designed housing could set the right tone for the balance of the Auburn Boulevard revitalization effort; this could occur sooner than office, retail or hotel uses;
- Need critical mass of housing units – at least 200 units; preference would be 300 to 400 units;
- Housing would be of urban scale and densities, with range of densities of 15 to 40 units per acre;

- Vertical mixed-use with ownership housing would be difficult due to construction liability issues (City of Citrus Heights could consider inserting itself directly into the liability issue); more appropriate to consider attached/detached townhouse style development for ownership;
- For ownership units consider horizontal mixed-use with attached or detached housing units;
- For rental units (market rate and/or affordable) consider vertical mixed-use (residential over retail);
- Should lead with transitional housing product (detached/attached single family units), then pursue housing types not currently in the Citrus Heights market place (i.e. live-work lofts) in order to help create a distinctive “place” along Auburn Boulevard;

In regards to Subarea 4:

- Focus residential development on west and south sides of development site adjacent to existing residential uses and Rusch Park, respectively.
- Opportunity to develop ownership units to west and south sides of the site with rental units vertically stacked above retail uses;

In regards to Subarea 5:

- Opportunities to provide housing due to good freeway access, proximity to potential future transit along Auburn Boulevard and proximity to employment areas of Roseville/South Placer County;
- Lower scale residential development would be planned on those portions of site adjacent to existing residential areas; this would provide for appropriate interface with such existing residential areas;

Phasing or Sequencing of Development

- Revitalization efforts should begin at the “gateway” and entry to Auburn Boulevard at the Citrus Heights-Roseville city limits (near Interstate 80);
- Important to initially signal transition of area in early stages of redevelopment with public improvements (landscape, streetscape, signage, street lighting, etc.) and aggressive identification/directional;
- Important to evidence ongoing public commitment of City of Citrus Heights to the proposed redevelopment of Auburn Boulevard;
- In a mixed-use development the market would determine which land use component would be initially developed; City of Citrus Heights needs to remain flexible and pursue uses with market support and consistent with overall redevelopment/revitalization objectives;

Type and Extent of Public Improvements

- The City of Citrus Heights should pursue installation of public right-of-way improvements along Auburn Boulevard including landscape, sidewalk and street lighting improvements;
- Public improvements along Auburn Boulevard should be focused in areas adjacent to planned redevelopment/revitalization activities – i.e. Grand Oaks, K-Mart site, etc.
- The City of Citrus Heights should prioritize transportation funding expenditures to align with City priorities for redevelopment/revitalization along Auburn Boulevard;
- The City of Citrus Heights should pursue establishment of comprehensive identification/directional signage program along Auburn Boulevard.

In regards to Subarea 4:

- The plan should consider the idea of creating a separate access road parallel to Auburn Boulevard that provides direct vehicle access and also serves to separate residential and retail uses on the development site (i.e. Pavillions);

Opportunity for Joint Use/Shared Parking

- Parking would likely be provided by surface parking lots; and should be provided on a “district” basis;
- Parking areas should be minimized and physically located in a manner that helps to establish the desired urban character of the area;
- Parking could be jointly used/shared among the office, retail and hotel uses; such uses tend to have different peak parking demand period during the day or week;
- Parking for residential use needs to be dedicated parking for owners/renters of such housing;
- Existing City of Citrus Heights parking requirements for multiple family housing and high density single family housing should be re-evaluated with intent of reducing such requirements to more closely coincide with real parking demand associated with such urban scale housing;

Actions for City to Effectively Market Development

- The plan for revitalization of Auburn Boulevard:
 - needs to create the “place”; be striking and bold; and create an identity for the corridor and City of Citrus Heights;
 - should be designed to serve a combination of residents, employees and visitors;

- should include design guidelines that assure unique high quality architecture and strong curb appeal;
 - needs to treat the corridor as a distinctive district.
- City of Citrus Heights should prepare a marketing document that sets forth:
 - positive attributes of the City including its location, residential character and quality of life ;
 - City's plans for redevelopment/revitalization of Auburn Boulevard;
 - potential redevelopment opportunities for the private sector, and
 - evidence of the City commitment (public investment) to achieving successful redevelopment/revitalization of Auburn Boulevard
 - City of Citrus Heights should work with key property/business owners along Auburn Boulevard to consider formation of a Property Based Improvement District (PBID) that would assist in activities such as management, maintenance, promotion, marketing and special events;
 - City of Citrus Heights may need to use its redevelopment authorities and financing to assist in land acquisition and assembly (including existing leases) to create appropriate sites for redevelopment opportunities.
 - City of Citrus Heights should assist in assembling and clearing the subject site areas, and pursue a new ground-up development;

In regards to Subarea 5:

- City of Citrus Heights should pursue potential acquisition of the current K-Mart building immediately (prior to the building being vacated/sold to another private party); City of Citrus Heights should be ready to execute regarding acquisition of the subject property;

APPENDIX 2: Expanded Summary of Key Findings

KEY ISSUES

In the first phase of the Specific Plan process, local stakeholders, the community, City Staff, and the Specific Plan Consultants identified key issues along Auburn Boulevard that define policy choices for the Auburn Boulevard Specific Plan. This list of issues derives from two sources: the Existing Conditions Report, which provides an overview of the current land use, transportation, environmental, economic, and design conditions along the 1.75-mile segment of Auburn Boulevard; and public input from Community and Stakeholder Workshops described above.

Existing Conditions Report Findings

Land Use

- Citrus Heights and Auburn Boulevard now lie at the center of the growing Sacramento Region. They are now surrounded by major employment centers, such as Folsom and Roseville, and major shopping areas, such as Sunrise Boulevard, Greenback Lane, Roseville Galleria, and Madison Avenue.
- The stretch of I-80 at its intersection with Auburn Boulevard is one of the most heavily-traveled commuter corridors in the region.
- About 38 percent of the Auburn Boulevard Planning Area (excluding single family residential) is made up of retail, service, auto, and professional uses. About 17 percent is made up of medium density residential.
- The largest land holdings within the Planning Area are under public ownership. Nearly 96 acres of land or 20 percent of the total land area is owned by public agencies.
- The Planning Area has a fairly dispersed pattern of private ownership, with very few landowners owning more than one parcel or a significant amount of acreage.
- All commercial parcels fall within Redevelopment Project Area boundaries.

Community Design

- The landscaping along Auburn Boulevard is fragmented. Only the large expanses of landscaped areas along the west side of the Boulevard at Rusch Park and Sylvan Cemetery create a strong, positive visual impression. Otherwise, most of the streetscape is devoid of trees and greenery.
- Overhead transmission lines, light poles, and other utilities along the Boulevard, especially on the east side of the street, limit the possibility of adding trees and landscaping.
- Signage along the Boulevard fragments the visual and spatial experience.
- There is a rough interface between commercial and abutting residential uses in terms of land use and activity patterns. Parking lots, service areas and outdoor storage areas, trash containers, and utilitarian buildings back up to residential areas. Residential neighbors are also affected by the noise from commercial uses such as nighttime shipping and receiving activities.
- The sidewalk system is incomplete and narrow, has many vertical obstructions, is interrupted by numerous curb cuts, and provides little separation from speeding traffic. In some cases, there are no sidewalks.

Circulation

- Average daily traffic volume on Auburn Boulevard ranges from 32,000 to 34,300 vehicles. The segment currently operates at LOS F, which is below the City's desired LOS of "D."
- This stretch of Auburn Boulevard has 120 driveways. The driveway density (average of approximately 32 driveways per mile) is among the highest rates for comparable arterial streets in the Sacramento Region.
- The accident rate on Auburn Boulevard is higher than the statewide average accident rate for similar facilities. The majority of accidents involve rear-end and broadside collisions.
- There are currently no bike lanes along Auburn Boulevard.

Market and Financial Resources

- The city enjoys an overall surplus in retail sales. However, the Auburn Boulevard market area loses about one-half of its potential sales to stores outside the area.
- The Auburn Boulevard Planning Area has market potential for lumber and building materials stores, nurseries and garden supply stores, and sporting goods/bicycle stores.
- The Auburn Boulevard Planning Area has moderate market potential for grocery stores, furniture and home furnishing stores, eating places, and drug stores.
- There doesn't appear to be a strong market demand for new office development.

Fiscal Conditions

- Sales tax generation in the Auburn Boulevard Specific Plan area has decreased in the last two fiscal years (2002-03). After showing strong growth in fiscal years 1998-99 and 1999-00, sales tax revenue has decreased by over 3.9 percent from the high reached in 1999-00 and 4.5 percent in 2001-02. While the sluggish economy plays a major role in the decrease, competition from new local and regional retail development in surrounding cities is a major contributor as well.

APPENDIX 3:

Specific Plan Statutory Requirements

SPECIFIC PLAN

Specific Plan Statutory Requirements

The following are the specific plan legal requirement as described in Sections 65450 – 65457 of the California Government Codes:

65450. Preparation of specific plan

After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

65451. Content of specific plan

(a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

65452. Optional subjects

The specific plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for implementation of the general plan.

65453. Adoption/amendment procedure

(a) A specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

(b) A specific plan may be repealed in the same manner as it is required to be amended.

65454. Consistency with general plan

No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

65455. Zoning, tentative map, parcel map, and public works project consistency with specific plan.

No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

65456. Fees and charges

(a) The legislative body, after adopting a specific plan, may impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. The fees shall be established so that, in the aggregate, they defray but as estimated do not exceed, the cost of preparation, adoption, and administration of the specific plan, including costs incurred pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code. As nearly as can be estimated, the fee charged shall be a prorated amount in accordance with the applicant's relative benefit derived from the specific plan. It is the intent of the Legislature in providing for such fees to charge persons who benefit from specific plans for the costs of developing those specific plans which result in savings to them by reducing the cost of documenting environmental consequences and advocating changed land uses which may be authorized pursuant to the specific plan.

(b) Notwithstanding Section 66016, a city or county may require a person who requests adoption, amendment, or repeal of a specific plan to deposit with the planning agency an amount equal to the estimated cost of preparing the plan, amendment, or repeal prior to its preparation by the planning agency.

(c) Copies of the documents adopting or amending the specific plan, including the diagrams and text, shall be made available to local agencies, and shall be made available to the general public as follows:

(1) Within one working day following the date of adoption, the clerk of the legislative body shall make the documents adopting or amending the plan, including the diagrams and text, available to the public for inspection.

(2) Within two working days after receipt of a request for a copy of the documents adopting or amending the plan, including the diagrams and text, accompanied by payment for the reasonable cost of copying, the clerk shall furnish the requested copy to the person making the request.

(d) A city or county may charge a fee for a copy of a specific plan or amendments to a specific plan in an amount that is reasonably related to the cost of providing that document.

65457. CEQA Exemption

(a) Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

(b) An action or proceeding alleging that a public agency has approved a project pursuant to a specific plan without having previously certified a supplemental environmental impact report for the specific plan, where required by subdivision (a), shall be commenced within 30 days of the public agency's decision to carry out or approve the project.

(c) This section does not supersede but provides an alternative procedure to Section 21080.7 of the Public Resources Code.

Consistency with the General Plan

A specific plan may not be adopted or amended unless the proposed plan or amendment is consistent with the general plan pursuant to §65454. Section 65359 requires that any specific plan of a city or county that is applicable to the same areas or matters affected by a general plan

amendment shall be reviewed and amended as necessary to make the specific plan consistent with the general plan. Consistency is commonly demonstrated through the statement of the relationship of the specific plan to the general plan as required by §65451(b) or through a discussion of the individual policies and programs and how each consistently implements the general plan.

The City prepared *The Boulevard Plan* in accordance with the relevant goals and provisions of the Citrus Heights General Plan. A general discussion of how *The Boulevard Plan* relates to the applicable goals identified in the General Plan follows:

Goal 1: Ensure quality of development by establishing and maintaining an orderly land use pattern

Consistency: *The Boulevard Plan* proposes a land use pattern that is consistent with the General Plan Land Use Diagram.

Goal 2: Preserve the unique character of Citrus Heights, and create a distinctive community identity

Consistency: The place names and themes of the four Districts in the Plan are unique because they reflect the community's history (i.e., Sylvan Corners, the Lincoln Highway) and local features (the gateway, Rusch Park).

Goal 3: Maintain safe and high-quality neighborhoods

Consistency: The Plan promotes well-maintained buildings and landscaping, well-maintained public infrastructure, and high levels of personal safety and security.

Goal 4: Ensure that new development is compatible within its neighborhood

Consistency: The Plan includes design guidelines that address the relationship of the properties fronting Auburn Boulevard to surrounding uses and neighborhoods. The guidelines deal with elements such as landscaping, lighting, buffering between residential and commercial uses, parking, building design, noise that support the transition into surrounding neighborhoods. The guidelines help to create a sense of an integrated community and make the corridor more inviting to residential neighborhoods.

Goal 5: Preserve and protect the features that contribute to the rural character of certain neighborhoods

Consistency: The east side of Auburn Boulevard, which falls within the planning area, has very low density residential neighborhoods that are rural in character. The Plan maintains the character of the rural neighborhoods.

Goal 6: Preserve and enhance the character, distinct identity, and livability of the City's rural neighborhoods

Consistency: See previous response.

Goal 10: Achieve attractive, inviting, and functional corridors

Consistency: The Plan contains detailed design guidelines that require high-quality, well designed development; provides signage, streetscape, lighting, and parking improvements, including curbside and median landscaping and street furniture; requires a gateway entry into the city; and requires undergrounding of utility lines and removal of utility poles.

Goal 14: Strengthen the retail base to ensure the City's fiscal stability, provide needed goods and services, and promote the vitality of City commercial districts and nodes

Consistency: The Plan takes the lead in the design, construction and funding of public improvements, including streetscape enhancements, to improve the appearance of commercial corridor and stimulate private investment; uses redevelopment and other available City resources to leverage, reinforce, and assist property owner efforts to retain and attract retail clients; and provides incentives to the private sector for catalyst projects that stimulate private investment.

Goal 15: Diversify the local economy to meet the present and future employment, shopping, and service needs of Citrus Heights residents and sustain long-term fiscal health

Consistency: The Plan seeks to facilitate conversion of obsolete retail uses to other viable commercial uses and promotes the development of office development and a new hotel.

Goal 16: Make adequate land available for economic development opportunities

Consistency: The Plan focuses on the on key opportunity sites (i.e., Gateway Commercial Center and Rusch Park Village Center) within the Auburn Boulevard corridor and treats them as catalysts for economic revitalization and/or redevelopment.

Goal 19: Establish and maintain attractive streetscapes along the City's major roadways

Consistency: One of the Plan's main objectives is to enhance the Auburn Boulevard corridor's streetscape. The Plan does this by requiring street furniture, overhead utility undergrounding, landscaped medians and street frontages, and street trees.

Goal 20: Create distinctive entryways to clearly demarcate and establish a positive image of the City

Consistency: The Gateway Commercial Center will have distinctive streetscape elements, including landscaping, street trees, street furniture, and a City monument sign that welcomes travelers into the City of Citrus Heights from Roseville.

Goal 22: Establish adequate facilities to accommodate public events and cultural activities

Consistency: The Boulevard Plan maintains Rusch Park's role as a hub for community events and recreational/cultural activities.

Goal 23: Support adequate locations and facilities for local and neighborhood gatherings

Consistency: The Plan proposes a central plaza or town square in the Gateway Commercial Center that provides opportunities for entertainment activities (e.g., small concerts) and other public gatherings.

Goal 24: Increase homeownership opportunities to ensure a balance of housing and household types.

Consistency: The Plan proposes new residential development in the Gateway Commercial Center and Rusch Park Village Center that includes a variety of housing types. Both of these areas will include apartments, live-work apartments, townhomes, and mixed-use residential developments that will provide affordable and market-rate housing.

Goal 25: Provide adequate sites for a variety of housing opportunities to serve all residents

Consistency: The Plan proposes new residential development in the Gateway Commercial Center and Rusch Park Village Center that includes a variety of housing types. Both of these areas will include apartments, live-work apartments, townhomes, and mixed-use residential developments that will provide affordable and market-rate housing.

Goal 26: Develop, conserve, and improve the housing stock to ensure decent accommodations for all segments of the community

Consistency: The Plan proposes new residential development in the Gateway Commercial Center and Rusch Park Village Center that includes a variety of housing types. Both of these areas will include apartments, live-work apartments, townhomes, and mixed-use residential developments that will provide affordable and market-rate housing.

Goal 29: Provide a safe, efficient and environmentally-sensitive transportation system for the movement of people and goods.

Consistency: The Plan includes several measures to improve the safety and efficiency of Auburn Boulevard including reducing the number of driveways along the Boulevard, removing the central “suicide” lane, providing new enhanced transit stops with bus turn-out.

Goal 30: Promote attractive and well-maintained roadways and sidewalks

Consistency: The Plan proposes enhance the aesthetics of the roadway by including landscaped medians and roadway buffer strips, providing continuous sidewalk system for the entire length of the corridor, and expanding the right-of-way width to accommodate bike lanes and wider sidewalks.

Goal 31: Provide a safe, comprehensive and integrated system of facilities for nonmotorized transportation

Consistency: The Plan enhances opportunities for those using a nonautomotive means of transportation by providing Class II and III bike lanes within the Planning Area, widening sidewalks, connecting disjointed sidewalks, making pedestrian travel safer by reducing the number of driveways, and reducing travel speeds through traffic light coordination.

Goal 32: Promote a safe and efficient transit system to reduce congestion, improve the environment, and provide viable nonautomotive means of transportation in and through Citrus Heights.

Consistency: The Plan enhances opportunities for those using a nonautomotive means of transportation by proposing 14 new enhanced transit stops (which include a bus shelter and bus turn-out) and providing Class II and III bike lanes within the Planning Area. The Plan also encourages more pedestrian activity by widening sidewalks, connecting disjointed sidewalks, making pedestrian travel safer by reducing the number of driveways, and reducing travel speeds through traffic light coordination.

Goal 33: Use advanced technologies to enhance and improve safety and mobility

Consistency: The Plan includes a principle (CP12) that requires traffic signal coordination to reduce speeds along the Auburn Boulevard Corridor.

Goal 35: Preserve, protect and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands

Consistency: The Plan preserves Cripple Creek as an open space corridor.

Goal 37: Preserve, protect and increase plantings of trees within the City

Consistency: The Plan proposes the planting of hundreds of new street trees and accent trees along the entire Auburn Boulevard corridor.

Goal 53: Integrate air quality planning with land use and transportation planning

Consistency: The Plan promotes several strategies for reducing the dependency on the automobile including providing live-work apartments, job intensive uses in the Gateway Commercial Center, enhanced bus stops, improved bicycle circulation, and mixed-use development opportunities. The Plan also encourages more pedestrian activity by widening sidewalks, connecting disjointed sidewalks, making pedestrian travel safer by reducing the number of driveways, and reducing travel speeds through traffic light coordination.

APPENDIX 4:

Development Program Summary

DEVELOPMENT PROGRAM SUMMARY

Table A.4.1 Gateway District

Gateway District -- Existing Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Non-Residential				
Retail	222,355	445	445	0
Office	118,186	295	26	0
Hotel	0	0	0	0
<i>Total</i>	<i>340,541</i>	<i>740</i>	<i>471</i>	<i>0</i>
Residential				
Apartments	0	0	0	0
Townhomes	0	0	0	0
<i>Total</i>	<i>340,541</i>	<i>740</i>	<i>471</i>	<i>0</i>

Gateway District -- 2020 Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Non-Residential				
Retail	40,000	100	100	0
Office	93,000	266	233	0
Hotel	48,135	44	188	0
<i>Total</i>	<i>181,135</i>	<i>409</i>	<i>520</i>	<i>0</i>
Residential				
Apartments	250	-	0	625
Townhomes	26	-	0	65
<i>Total</i>	<i>276</i>	<i>-</i>	<i>0</i>	<i>690</i>

Gateway District -- Net New Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents/ Rooms
Non-Residential				
Retail	-182,355	-345	-345	0
Office	-25,186	-30	206	0
Hotel	48,135	44	188	150
<i>Total</i>	<i>-159,406</i>	<i>-331</i>	<i>49</i>	<i>150</i>
Residential				
Apartments	250	0	0	625
Townhomes	26	0	0	65
<i>Total</i>	<i>276</i>	<i>0</i>	<i>0</i>	<i>690</i>

Table A.4.2 Rusch Park Village

Rusch Park District -- Existing Development				
	Bldg. SF/DUs	SF/Jobs	Parking	DU/Residents
Non-Residential				
Retail	326,861	654	251	0
Public/Institutional	48,381	32	37	0
<i>Total</i>	<i>375,242</i>	<i>686</i>	<i>288</i>	<i>0</i>
Residential				
2-Story Apartments	0	0	0	0
3-Story Live Work Townhouses	0	0	0	0
2-story townhouses	0	0	0	0
<i>Total</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>

Rusch Park District -- 2020 Development				
	Bldg. SF/DUs	SF/Jobs	Parking	DU/Residents
Non-Residential				
Mixed Use Retail	10,000	25	10	0
Retail	121,000	303	121	0
<i>Subtotal</i>	<i>131,000</i>	<i>328</i>	<i>131</i>	<i>0</i>
Public/Institutional	48,381	32	37	0
<i>Total</i>	<i>179,381</i>	<i>360</i>	<i>168</i>	<i>0</i>
Residential				
Apartments above retail	75	N/A	N/A	188
Live Work Townhouses	150	N/A	N/A	375
Walk-up Apartments	40	N/A	N/A	100
<i>Total</i>	<i>265</i>	<i>N/A</i>	<i>N/A</i>	<i>662</i>

Rusch Park District -- Net New Development				
	Bldg. SF/DUs	SF/Jobs	Parking	DU/Residents
Non-Residential				
Retail	-195,861	-326	-120	N/A
Public/Institutional	0	0	0	N/A
<i>Total</i>	<i>-195,861</i>	<i>-326</i>	<i>-120</i>	<i>N/A</i>
Residential				
Apartments above retail	75	N/A	N/A	188
Live Work Townhouses	150	N/A	N/A	375
Walk-up Apartments	40	N/A	N/A	100
<i>Total</i>	<i>265</i>	<i>N/A</i>	<i>N/A</i>	<i>662</i>

Table A.4.3 Lincoln 40

Lincoln 40 District -- Existing Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Retail	220,704	441	441	N/A
Office	10,775	27	22	N/A
<i>Total</i>	<i>231,479</i>	<i>468</i>	<i>463</i>	<i>N/A</i>

Lincoln District -- 2025 Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Retail	326,400	816	933	N/A
Office	10,775	31	31	N/A
<i>Total</i>	<i>337,175</i>	<i>847</i>	<i>963</i>	<i>N/A</i>

Lincoln District -- Net New Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Retail	105,696	375	491	N/A
Office	0	4	9	N/A
<i>Total</i>	<i>105,696</i>	<i>379</i>	<i>500</i>	<i>N/A</i>

Table A.4.4 Sylvan Corners Village Square

Sylvan Corners Village Square District -- Existing Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Retail	165,487	331	331	N/A
Office	140,391	108	281	N/A
<i>Total</i>	<i>305,878</i>	<i>439</i>	<i>612</i>	<i>N/A</i>

Sylvan Corners Village Square -- 2025 Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Retail	256,453	641	733	N/A
Office	153,391	118	438	N/A
<i>Total</i>	<i>409,844</i>	<i>759</i>	<i>1,171</i>	<i>N/A</i>

Sylvan Corners Village Square -- Net New Development				
	Bldg. SF	SF/Jobs	Parking	DU/Residents
Retail	90,966	310	402	N/A
Office	13,000	10	157	N/A
<i>Total</i>	<i>103,966</i>	<i>320</i>	<i>559</i>	<i>N/A</i>

APPENDIX 5: Roadway Improvement Cost Estimates

ROADWAY COST ESTIMATE ASSUMPTIONS

1. Clear and grub is based on an assumed cost of \$10 per linear foot.
2. Modify existing utilities is an allowance for relocation of existing facilities other than sewer, water and dry utilities which are assumed to be paid for by the respective utility companies. It includes allowance for raising manhole to grade, removing inlets and pipes, relocation of drain inlets and other misc. costs.
3. Roadway excavation is assumed to be 24", depth of the AC (6") and AB (18"), and covers only the roadway widening.
4. Class 2 AB is assumed to be 18" deep below the roadway. AB below sidewalk is assumed to be a part of the 25 percent contingency.
5. Asphalt concrete is assumed to be 6" thick within the roadway widening areas. Misc. AC for driveway & parking lot conforms is covered within the 25% contingency.
6. AC overlay is assumed to 2.5" thick over the existing roadway limits only.
7. Storm drain facilities cover new drain facilities within the roadway. This scope assumes relocation of existing inlets to the widened roadway and extension of storm drain pipes. Inlets are generally spaced at 500 foot intervals. Cost of 2 inlets and 20 lf of 18" pipe is \$7,500 for an average of \$1,500 per 100 lf of roadway. An additional cost of \$1,000 per 100 lf was added to cover new storm drain trunk line within Auburn Blvd. where it is not currently (June 2004) existing.
8. Bus turn outs were assumed to be standard "84' roadway" types for the intersections, and mid-block types for other locations.
9. Curb & gutter, and median curb are assumed the length of the project.
10. Curbs have been assumed at the right of way lines adjacent to the back of walk or planter strip for the length of the project.
11. Sidewalks are assumed to be 5 feet or 6 feet wide depending on the right of way section. See individual estimates.
12. Parkway landscape strips are assumed to be 6 feet wide. See typical sections. Costs for landscape, \$8.00 per square foot, and for irrigation \$4.00 per square foot, are all inclusive for these improvements.
13. Signing and striping costs are minor and have been assumed to be \$4.00 per foot
14. Right of way acquisition is based on the proposed right of way widths (88, 94, or 100') minus the existing right of way of 80 feet. For example, an 88 foot right of way requires an 8 foot strip of acquisition. The cost per square foot has been estimated at \$15.00 per square foot.
15. Standard cobra head street lighting are assumed to average 110 foot spacing (staggered spacing of 220'), \$3,500 per light, for an average cost of \$35/LF.
16. Architectural lighting fixtures are assumed to average 80 foot spacing, both sides of the street, at an average cost of \$5,000 per light, for an average of \$125 per LF.
17. Underground utility costs are taken from a March 2001 Undergrounding Report prepared for the City of Citrus Heights by Phillips Enterprises. The total cost for the undergrounding within that report is \$3,373,200. This cost has been broken down to \$350/lf.
18. Site furnishings (benches, trash cans) are assumed to occur at all bus turnouts, for a total of 18. All current bus stops or turnouts are assumed to be upgraded to full bus turnouts.
19. Traffic signal modification are assumed at each of the 5 existing signals at a cost of \$75,000.
20. Enhanced crosswalks and tree grates are assumed at the 3 major intersections, Antelope Road, intersection at Rusch Park Village Center, and intersection at Gateway Commercial Center. Enhanced crosswalks are assumed to be \$12.00 per LF and 12 tree grates per intersection are assumed.
21. On-site parking lot reconstruction due to the right of way acquisition will be required for most of the adjacent commercial businesses. The costs have been assumed on a linear foot of property frontage basis. The costs are based on limited data available from the Sylvan Corners project. An approximate cost of \$250 per linear foot has been used for budgeting purposes.

DISTRICT	LENGTH	R/W WIDTH	MEDIAN (Y/N)	COST/LF	ROADWAY COST	COST/LF LIGHTING	LIGHTING COSTS	COST/LF UG UTILITIES	UG UTILITY COSTS	TRAFFIC SIGNAL MODS	COST/EA	TRAFFIC SIGNAL COSTS	BUS TURNOUTS	COST/EA	TRASH	BENCHES	COST TRASH & BENCHES/EA	TRASH, BENCH & BUS TURNOUT COSTS	ENHANCED CROSS WALKS	COST/EA	ENHANCED CROSS WALKS TOTALS	TREE GRATES	COST/EA	TREE GRATE COSTS	ON-SITE PARKING LOTS (LF)	COST/LF	ON-SITE PARKING LOT TOTALS	TOTAL COSTS
Sylvan Corners/Village Square 610 LF	230	88	N	\$750.00	\$172,500	\$35	\$8,050	\$350	\$80,500	0	\$0	\$0	0	\$0	0	0	\$0	\$0			0			0	230	\$250	\$57,500	\$318,550
	380	88	Y	\$910.00	\$345,800	\$35	\$13,300	\$350	\$133,000	0	\$0	\$0	2	\$7,600	2	2	\$2,400	\$20,000			0			0	380	\$250	\$95,000	\$607,100
SUBTOTAL					\$518,300		\$21,350		\$213,500			\$0						\$20,000			\$0			\$0			\$162,500	\$926,650
Lincoln 40 - 3330 LF	1040	88	Y	\$910.00	\$946,400	\$35	\$36,400	\$350	\$364,000	0	\$0	\$0	2	\$7,600	2	2	\$2,400	\$20,000			0			0	900	\$250	\$225,000	\$1,591,800
	1250	94	Y	\$1,110.00	\$1,387,500	\$35	\$43,750	\$350	\$437,500	1	\$75,000	\$75,000	1	\$11,200	1	1	\$2,400	\$13,600	1	\$40,000	\$40,000	1	\$21,600	\$21,600	2250	\$250	\$562,500	\$2,581,450
	240	94	N	\$960.00	\$230,400	\$35	\$8,400	\$350	\$84,000	0	\$0	\$0	3	\$7,600	3	3	\$2,400	\$30,000			0			0	1400	\$250	\$350,000	\$702,800
	800	100	Y	\$1,300.00	\$1,040,000	\$125	\$100,000	\$350	\$280,000	1	\$75,000	\$75,000	1	\$11,200	1	1	\$2,400	\$13,600			0			0	440	\$250	\$110,000	\$1,618,600
SUBTOTAL					\$3,604,300		\$188,650		\$1,166,500			\$160,000						\$77,200			\$40,000			\$21,600			\$1,247,500	\$6,494,650
Rusch Park Village - 3160 LF	700	94	Y	\$1,110.00	\$777,000	\$35	\$24,500	\$350	\$245,000	0	\$0	\$0	1	\$7,600	1	1	\$2,400	\$10,000			0			0	1000	\$250	\$250,000	\$1,306,500
Rusch Park Village Center	1900	100	Y	\$1,300.00	\$2,470,000	\$125	\$237,500	\$350	\$665,000	1	\$75,000	\$75,000	4	\$7,600	4	4	\$2,400	\$40,000	1	\$40,000	40000	1	\$21,600	\$21,600	3400	\$250	\$850,000	\$4,399,100
	550	94	Y	\$1,110.00	\$610,500	\$35	\$19,250	\$350	\$192,500	1	\$75,000	\$75,000	0	\$11,200	0	0	\$2,400	\$0			\$0			0	900	\$250	\$225,000	\$1,122,250
SUBTOTAL					\$3,857,500		\$281,250		\$1,102,500			\$160,000						\$50,000			\$40,000			\$21,600			\$1,325,000	\$6,827,850
Gateway District - 2520 LF	920	88	Y	\$910.00	\$837,200	\$35	\$32,200	\$350	\$322,000	1	\$75,000	\$75,000	0	\$0	0	0	\$0	\$0			0			0	800	\$250	\$200,000	\$1,468,400
Gateway Commercial Center	1600	100	Y	\$1,300.00	\$2,080,000	\$125	\$200,000.00	\$350	\$560,000	1	\$75,000	\$75,000	4	\$7,600	4	4	\$2,400	\$40,000	1	\$40,000	\$40,000	1	\$21,600	\$21,600	2800	\$250	\$700,000	\$3,716,600
SUBTOTAL					\$2,917,200		\$232,200		\$882,000			\$160,000						\$40,000			\$40,000			\$21,600			\$900,000	\$5,183,000
TOTAL	9610				\$10,897,300		\$723,350		\$3,363,500			\$450,000						\$187,200			\$120,000			\$64,800			\$3,625,000	\$19,431,150
Future Roadway Improvements	FULL PROPERTY ACQUISITION	PARTIAL PROPERTY ACQUISITION	ROADWAY EXCAVATION	AGGREGATE BASE	ASPHALT CONCRETE	CURB & GUTTER	SIDEWALK																					
Linden Ave. Re-Alignment	\$745,926	\$51,219	\$71,610	\$92,100	\$72,520	\$24,913	\$24,913	\$1,083,200																				
Walnut Drive Re-Alignment	\$583,358	\$52,553	\$59,990	\$77,160	\$60,760	\$21,955	\$21,955	\$877,731																				
SUBTOTAL	\$1,329,284	\$103,772	\$131,600	\$169,260	\$133,280	\$46,868	\$46,868																					
							TOTAL:	\$1,960,931																				

88' ROW WITH 2-WAY LEFT TURN LANE (100LF SEGMENT)					
Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount (\$)
1	Clear and Grub	100	LF	\$10.00	\$1,000.00
2	Modify Existing Utilities	1	LS	\$6,000.00	\$6,000.00
3	Roadway Excavation (24")	119	CY	\$35.00	\$4,148.15
4	Class 2 Aggregate Base (18")	89	CY	\$60.00	\$5,333.33
5	AC Overlay (0.2')	84	TON	\$70.00	\$5,880.00
6	Asphalt Concrete, Type A (6")	38	TON	\$65.00	\$2,437.50
7	Storm Drain Facilities	1	LS	\$2,500.00	\$2,500.00
8	Curb And Gutter	200	LF	\$25.00	\$5,000.00
9	Curb at ROW	200	LF	\$15.00	\$3,000.00
10	Median Curb	0	LF	\$10.00	\$0.00
11	5' Sidewalk / Driveway	1,000	SF	\$5.00	\$5,000.00
12	Parkway Landscaping - 6' one side only	600	SF	\$8.00	\$4,800.00
13	Parkway Irrigation - 6' one side only	600	SF	\$4.00	\$2,400.00
14	Signing and Striping	1	LS	\$400.00	\$400.00
15	Right of Way Acquisition - 8'	800	SF	\$15.00	\$12,000.00

SUBTOTAL CONSTRUCTION COSTS	\$59,898.98
CONSTRUCTION CONTINGENCY (25%)	\$14,974.75
ESTIMATED CONSTRUCTION COSTS TOTAL	<u>\$74,873.73</u>

APPROXIMATE COST PER LINEAR FOOT \$748.74

USE \$750.00

Optional Costs			
Optional Items	Unit Cost	Cost per 100 LF	Cost/LF
Std. Cobra Head Lighting		\$3500/100LF	\$35
Architectural Decorative Lighting		\$12,500/100LF	\$125
Underground Overhead Utilities		\$35,000/100LF	\$350
Site Furnishing - Trash Receptacle	\$400 each		
Site Furnishing - Benches	\$2000 each		
Bus Turn-Out @ Intersection	\$11200 each		
Bus Turn-Out @ Mid-Block	\$7600 each		

94' ROW WITH 2-WAY LEFT TURN LANE (100LF SEGMENT)					
Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount (\$)
1	Clear and Grub	100	LF	\$10.00	\$1,000.00
2	Modify Existing Utilities	1	LS	\$6,000.00	\$6,000.00
3	Roadway Excavation (24")	119	CY	\$35.00	\$4,148.15
4	Class 2 Aggregate Base (18")	89	CY	\$60.00	\$5,333.33
5	AC Overlay (0.2')	84	TON	\$70.00	\$5,880.00
6	Asphalt Concrete, Type A (6")	38	TON	\$65.00	\$2,437.50
7	Storm Drain Facilities	1	LS	\$2,500.00	\$2,500.00
8	Curb And Gutter	200	LF	\$25.00	\$5,000.00
9	Curb at ROW	200	LF	\$15.00	\$3,000.00
10	Median Curb	0	LF	\$10.00	\$0.00
11	5' Sidewalk / Driveway	1,000	SF	\$5.00	\$5,000.00
12	Parkway Landscaping - 6' each side	1,200	SF	\$8.00	\$9,600.00
13	Parkway Irrigation - 6' each side	1,200	SF	\$4.00	\$4,800.00
14	Signing and Striping	1	LS	\$400.00	\$400.00
15	Right of Way Acquisition - 14'	1,400	SF	\$15.00	\$21,000.00

SUBTOTAL CONSTRUCTION COSTS	\$76,098.98
CONSTRUCTION CONTINGENCY (25%)	\$19,024.75
ESTIMATED CONSTRUCTION COSTS TOTAL	<u>\$95,123.73</u>

APPROXIMATE COST PER LINEAR FOOT \$951.24

USE \$960.00

Optional Costs			
Optional Items	Unit Cost	Cost per 100 LF	Cost/LF
Std. Cobra Head Lighting		\$3500/100LF	\$35
Architectural Decorative Lighting		\$12,500/100LF	\$125
Underground Overhead Utilities		\$35,000/100LF	\$350
Site Furnishing - Trash Receptacle	\$400 each		
Site Furnishing - Benches	\$2000 each		
Bus Turn-Out @ Intersection	\$11200 each		
Bus Turn-Out @ Mid-Block	\$7600 each		

88' ROW WITH RAISED LANDSCAPED 12' MEDIAN (100LF SEGMENT)

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount (\$)
1	Clear & Grub	100	LF	\$10.00	\$1,000.00
2	Modify Existing Utilities	1	LS	\$6,000.00	\$6,000.00
3	Roadway Excavation (24")	89	CY	\$35.00	\$3,111.11
4	Class 2 Aggregate Base (18")	67	CY	\$60.00	\$4,000.00
5	AC Overlay (0.2')	68	TON	\$70.00	\$4,725.00
6	Asphalt Concrete, Type A (6")	45	TON	\$70.00	\$3,150.00
7	Storm Drain Facilities	1	LS	\$2,500.00	\$2,500.00
8	Curb And Gutter	200	LF	\$25.00	\$5,000.00
9	Curb at ROW	200	LF	\$15.00	\$3,000.00
10	Median Curb	200	LF	\$10.00	\$2,000.00
11	5' Sidewalk / Driveway	1,000	SF	\$5.00	\$5,000.00
12	Median Landscaping (11')	1,100	SF	\$8.00	\$8,800.00
13	Median Irrigation	1,100	SF	\$4.00	\$4,400.00
14	Parkway Landscaping - 6' one side only	600	SF	\$8.00	\$4,800.00
15	Parkway Irrigation - 6' one side only	600	SF	\$4.00	\$2,400.00
16	Signing and Striping	1	LS	\$400.00	\$400.00
17	Right of Way Acquisition - 8'	800	SF	\$15.00	\$12,000.00

SUBTOTAL CONSTRUCTION COSTS	\$72,286.11
CONSTRUCTION CONTINGENCY (25%)	\$18,071.53
ESTIMATED CONSTRUCTION COSTS TOTAL	<u>\$90,357.64</u>

APPROXIMATE COST PER LINEAR FOOT	\$903.58
USE	\$910.00

Optional Costs			
Optional Items	Unit Cost	Cost per 100 LF	Cost/LF
Std. Cobra Head Lighting		\$3500/100LF	\$35
Architectural Decorative Lighting		\$12,500/100LF	\$125
Underground Overhead Utilities		\$35,000/100LF	\$350
Site Furnishing - Trash Receptacle	\$400 each		
Site Furnishing - Benches	\$2000 each		
Bus Turn-Out @ Intersection	\$11200 each		
Bus Turn-Out @ Mid-Block	\$7600 each		

94' ROW WITH RAISED LANDSCAPED 12' MEDIAN (100LF SEGMENT)

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount (\$)
1	Clear & Grub	100	LF	\$10.00	\$1,000.00
2	Modify Existing Utilities	1	LS	\$6,000.00	\$6,000.00
3	Roadway Excavation (24")	89	CY	\$35.00	\$3,111.11
4	Class 2 Aggregate Base (18")	67	CY	\$60.00	\$4,000.00
5	AC Overlay (0.2')	68	TON	\$70.00	\$4,725.00
6	Asphalt Concrete Type A (6")	45	TON	\$70.00	\$3,150.00
7	Storm Drain Facilities	1	LS	\$2,500.00	\$2,500.00
8	Curb And Gutter	200	LF	\$25.00	\$5,000.00
9	Curb at ROW	200	LF	\$15.00	\$3,000.00
10	Median Curb	200	LF	\$10.00	\$2,000.00
11	5' Sidewalk / Driveway	1,000	SF	\$5.00	\$5,000.00
12	Median Landscaping - 11'	1,100	SF	\$8.00	\$8,800.00
13	Median Irrigation - 11'	1,100	SF	\$4.00	\$4,400.00
14	Parkway Landscaping - 6' each side	1,200	SF	\$8.00	\$9,600.00
15	Parkway Irrigation - 6' each side	1,200	SF	\$4.00	\$4,800.00
16	Signing and Striping	1	LS	\$400.00	\$400.00
17	Right of Way Acquisition - 14'	1,400	SF	\$15.00	\$21,000.00

SUBTOTAL CONSTRUCTION COSTS	\$88,486.11
CONSTRUCTION CONTINGENCY (25%)	<u>\$22,121.53</u>
ESTIMATED CONSTRUCTION COSTS TOTAL	<u>\$110,607.64</u>

APPROXIMATE COST PER LINEAR FOOT	\$1,106.08
USE	\$1,110.00

Optional Costs			
Optional Items	Unit Cost	Cost per 100 LF	Cost/LF
Std. Cobra Head Lighting		\$3500/100LF	\$35
Architectural Decorative Lighting		\$12,500/100LF	\$125
Underground Overhead Utilities		\$35,000/100LF	\$350
Site Furnishing - Trash Receptacle	\$400 each		
Site Furnishing - Benches	\$2000 each		
Bus Turn-Out @ Intersection	\$11200 each		
Bus Turn-Out @ Mid-Block	\$7600 each		

100' ROW WITH RAISED LANDSCAPED 16' MEDIAN (100LF SEGMENT)

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount (\$)
1	Clear & Grub	100	LF	\$10.00	\$1,000.00
2	Modify Existing Utilities	1	LS	\$6,000.00	\$6,000.00
3	Roadway Excavation (24")	89	CY	\$35.00	\$3,111.11
4	Class 2 Aggregate Base (18")	67	CY	\$60.00	\$4,000.00
5	AC Overlay (0.2')	74	TON	\$70.00	\$5,145.00
6	Asphalt Concrete Type A (6")	45	TON	\$70.00	\$3,150.00
7	Storm Drain Facilities	1	LS	\$2,500.00	\$2,500.00
8	Curb And Gutter	200	LF	\$25.00	\$5,000.00
9	Curb at ROW	200	LF	\$15.00	\$3,000.00
10	Median Curb	200	LF	\$10.00	\$2,000.00
11	6' Sidewalk / Driveway	1,200	SF	\$5.00	\$6,000.00
12	Median Landscaping - 15'	1,500	SF	\$8.00	\$12,000.00
13	Median Irrigation - 15'	1,500	SF	\$4.00	\$6,000.00
14	Parkway Landscaping - 6' each side	1,200	SF	\$8.00	\$9,600.00
15	Parkway Irrigation - 6' each side	1,200	SF	\$4.00	\$4,800.00
16	Signing and Striping	1	LS	\$400.00	\$400.00
17	Right of Way Acquisition - 20'	2,000	SF	\$15.00	\$30,000.00

SUBTOTAL CONSTRUCTION COSTS	\$103,706.11
CONSTRUCTION CONTINGENCY (25%)	<u>\$25,926.53</u>
ESTIMATED CONSTRUCTION COSTS TOTAL	<u>\$129,632.64</u>

APPROXIMATE COST PER LINEAR FOOT	\$1,296.33
USE	\$1,300.00

Optional Costs			
Optional Items	Unit Cost	Cost per 100 LF	Cost/LF
Std. Cobra Head Lighting		\$3500/100LF	\$35
Architectural Decorative Lighting		\$12,500/100LF	\$125
Underground Overhead Utilities		\$35,000/100LF	\$350
Site Furnishing - Trash Receptacle	\$400 each		
Site Furnishing - Benches	\$2000 each		
Bus Turn-Out @ Intersection	\$11200 each		
Bus Turn-Out @ Mid-Block	\$7600 each		

APPENDIX 6:
Conceptual Access Control
and Median Treatments

Legend

-  Turn Lane
-  Potential Future Traffic Signal
-  Existing Traffic Signal

NOTE: Left-turn lanes to provide a minimum of 150 feet of vehicle storage



Figure 6.1

Auburn Boulevard Specific Plan Conceptual Access Control and Median Treatments -
Between City Limits and Twin Oaks Avenue

Legend

-  Turn Lane
-  Potential Future Traffic Signal
-  Existing Traffic Signal

NOTE: Left-turn lanes to provide a minimum of 150 feet of vehicle storage



Figure 6.2

Auburn Boulevard Specific Plan Conceptual Access Control and Median Treatments -
Between Twin Oaks Avenue and Rollingwood Boulevard

Legend

-  Turn Lane
-  Potential Future Traffic Signal
-  Existing Traffic Signal

NOTE: Left-turn lanes to provide a minimum of 150 feet of vehicle storage
 Left-turn lane serving Rusch Park Entrance to provide 200 to 250 feet of vehicle storage



Figure 6.3

Auburn Boulevard Specific Plan Conceptual Access Control and Median Treatments -
 Between Rollingwood Boulevard and Rusch Park Entrance

Legend

-  Turn Lane
-  Potential Future Traffic Signal
-  Existing Traffic Signal

NOTE: Left-turn lanes to provide a minimum of 150 feet of vehicle storage
 Left-turn lane serving Rusch Park Entrance to provide 200 to 250 feet of vehicle storage



Figure 6.4

Auburn Boulevard Specific Plan Conceptual Access Control and Median Treatments -
 Between Rusch Park Entrance and Sycamore Drive

Legend

-  Turn Lane
-  Potential Future Traffic Signal
-  Existing Traffic Signal

NOTE: Left-turn lanes to provide a minimum of 150 feet of vehicle storage



Figure 6.5

Auburn Boulevard Specific Plan Conceptual Access Control and Median Treatments -
Between Sycamore Drive and Ramona Lane

Legend

-  Turn Lane
-  Potential Future Traffic Signal
-  Existing Traffic Signal

NOTE: Left-turn lanes to provide a minimum of 150 feet of vehicle storage
 Left-turn lane serving Sylvan Cemetery to provide 200 to 250 feet of vehicle storage



Figure 6.6
Auburn Boulevard Specific Plan Conceptual Access Control and Median Treatments -
Between Ramona Lane and Auburn Road

APPENDIX 7:
Public and Private Improvement
Financing Summary

PUBLIC AND PRIVATE IMPROVEMENT FINANCING

Financing Responsibilities and Sources by Type

Financing the public and private improvements required to transform Auburn Boulevard will involve the strategic and creative use of numerous funding sources. The five sources most likely to be utilized include the following:

1. A combination of federal, state, and local funding.
2. Tax increment financing through the Redevelopment Agency.
3. Formation of one or more land-secured financing districts.
4. Formation of a Property-Based Business Improvement District.
5. Developer equity, conventional financing, and other forms of private financing.

The following describes the five types of funding sources. Table xx which appears later in this section, identifies which types of funding sources are available and/or are appropriate for the various types of improvements required for Auburn Boulevard revitalization.

Federal, State, and Local Funding

These sources of funding include grants, loans, and other financing from federal, state, and local agencies. Some of these potential funding sources have been utilized in Citrus Heights already, and may become available for Auburn Boulevard improvements especially if other forms of matching funds can be raised. A brief description of these types of funding is provided below:

Federal Funding

Housing and Urban Development (HUD) Economic Development Initiative (EDI): A source of gap financing that is being used for portions of the utility undergrounding project on Auburn Boulevard.

Hazard Elimination and Safety (HES): Grants distributed to local agencies for projects designed to enhance traffic safety.

Community Development Block Grants (CDBG): Funds allocated to local agencies for anything from production of affordable housing to revitalization of blighted areas.

State Funding

State Transportation Improvement Program (STIP): Funds are generally awarded to local agencies with projects showing regional benefits.

Transportation Equity Act for the 21st Century (TEA-21): Provides a source of transportation improvement project and maintenance funding, often in conjunction with STIP funds.

Local Funding

Measure A: The half cent sales tax imposed in Sacramento County, which may be used for a variety of transportation- and maintenance-related construction projects such as bike and pedestrian paths, neighborhood traffic control, and traffic signal improvements.

Gas Tax: Gas tax revenue allocated to Citrus Heights may be used to plan, construct, improve, maintain, and operate public streets and mass transit.

Redevelopment Agency Financing

Most of the properties that front Auburn Boulevard fall within the Redevelopment Agency's project boundaries. The City's Redevelopment Plan outlines a series of activities to be implemented, including the following:

1. Reconstruct, replace, or install needed infrastructure and related improvements.
2. Selectively assemble parcels of land, including acquisition, demolition, environmental remediation, and other site preparation activities.
3. Strengthen and expand existing land uses, and participate in funding new developments, through an owner participation program.
4. Conduct business attraction, retention, and expansion through business improvement districts, special zone designations, public-private partnerships, advertising, joint marketing programs, and other business development efforts.
5. Establish a commercial rehabilitation loan and grant program.
6. Provide new affordable housing units, loans and grants for rehabilitation of existing units, and a first-time home buyers assistance program, all for very low-, low-, and moderate-income households.
7. Provide technical assistance to landowners using City and Redevelopment Agency staff.

The source of funding for these activities is tax increment revenue, which is equal to annual property tax revenue generated inside the project area above the amount generated in 1997-98 when the redevelopment plan was adopted. The annual incremental assessed valuation inside the project may increase due to property ownership transfers, new construction activities, and statutory maximum allowable inflationary increases of two percent per year. Property tax levies are equal to one percent of the assessed valuation.

The one percent property tax revenues are allocated to 18 taxing agencies within the redevelopment project area. Each agency retains 100 percent of the property tax revenue it received in fiscal year 1997-98. However, incremental property tax payments (i.e., tax increment revenues) to the taxing entities are based on statutory pass-through formulas pursuant to community redevelopment law. Initially, 20 percent of the tax increment is allocated to the taxing agencies; the amount allocated to the affected districts graduates in 11 years and then again in 31 years. In addition, 20 percent of the tax increment must be deposited into a Low and Moderate Income Housing Fund (the LMI Set Aside) to assist lower income households directly or projects that provide housing to meet the affordable housing needs of lower income households. Therefore, the redevelopment pass-through formulas apply to the net tax increment after deducting the LMI Set Aside. Note, though, that the Auburn Boulevard Specific Plan calls for the creation of housing that may qualify as affordable, which means that LMI Set Aside monies may be used to fund housing initiatives in the specific plan area.

Tax increment financing generally comes in two forms. The tax increment may be used on a pay-as-you-go basis, which would provide funding for the activities outlined in the redevelopment plan as money becomes available. In addition, the Agency may issue tax allocation bonds, which would be secured by actual or projected tax increment. Each year bonds are outstanding, tax increment revenues would be utilized to pay debt service on the bonds. Issuing tax allocation bonds would allow the Agency to fund significant upfront costs and to repay the debt with future streams of tax increment.

Land-Secured Financing

Land-secured financing for capital improvements generally involves either Assessment Districts or Community Facilities Districts. Given the flexibility that would be required to meet the unique needs within the specific plan area, a Community Facilities District would likely be the selected form of land-secured financing. The Mello-Roos Community Facilities Act (the "Act") [Section 53311 et. seq. of the Government Code] was enacted by the California State Legislature in 1982

to provide an alternate means of financing public infrastructure and services subsequent to the passage of Proposition 13 in 1978. The Act complies with Proposition 13, which permits cities, counties, and special districts to create defined areas within their jurisdiction and, by a two-thirds vote within the defined area, impose special taxes to pay for the public improvements and services needed to serve that area. The Act defines the area subject to a special tax as a Community Facilities District (CFD).

A CFD may provide for the purchase, construction, expansion, or rehabilitation of any real or other tangible property with an estimated useful life of at least five years. A CFD may also finance the costs of planning, design, engineering, and consultants involved in the construction of improvements or formation of the CFD. The facilities financed by the CFD do not have to be physically located within the CFD.

Formation of a CFD authorizes a public agency to levy a special tax on all taxable property within the CFD in the manner prescribed in the formation documents. Property owned or irrevocably offered to a public agency may be exempted from the special tax. Mello-Roos special taxes are collected at the same time and in the same manner as property taxes, unless otherwise specified by the agency. Special tax revenues may be used to pay debt service on bonds sold to provide funding for the construction or acquisition of public capital facilities; special taxes may also be used to pay directly for facilities and public services.

The Mello-Roos law provides two alternatives relative to the election to authorize the levy of taxes within a CFD. If there are less than twelve registered voters within the boundaries of a CFD, the qualified electors are the landowners within the CFD. Under these circumstances, each landowner gets one vote per acre or portion of acre they own within the CFD. Two-thirds of the votes cast by the landowners at the election must be in favor of the proposal to authorize the levy of special taxes within the CFD. If the new CFD were to include only those properties in Subareas 4 and 5 that are designated for substantial development, there would need to be less than twelve registered voters for the landowners to have the authority to approve the levy of special taxes within the new CFD. A separate CFD for other subareas, or a larger CFD that encompasses more than Subareas 4 and 5, could be formed, but approval from the registered voters in those areas would be needed to establish a CFD.

Property-Based Business Improvement District (PBID)

The Property and Business Improvement District Law of 1994 [Section 36600 et. seq. of the Streets and Highways Code] allows a city or county to adopt a resolution of intention to form a property-based business improvement district (PBID). Signed petitions from property owners who would pay more than 50 percent of the proposed assessments must be received by the public agency to initiate PBID formation proceedings. Within 15 days of receiving the petitions, the public agency must appoint an advisory board that will make recommendations about the proposed assessments.

The petition must include a management district plan that delineates a number of items, including: 1) the name of the proposed district; 2) a description of the boundaries, and a map, of the district; 3) the improvements and/or activities to be funded, and the estimated cost, on an annual basis and over the life of the district; 4) the method, timing, and manner of collecting the annual assessment; 5) how long the assessment will be levied, up to a maximum of five years. No assessments under this law can be levied on residential property. A PBID is implemented and administered by those who pay the assessment.

Various capital improvements and annual services may be financed using a PBID, including all those enumerated under the Parking and Business Improvement Area Law of 1989. Capital improvements that may be funded through this district include parking facilities, parks, fountains, benches, trash receptacles, street lighting and decorations, the closing, opening, widening, or narrowing of existing streets, rehabilitation or removal of existing structures, and facilities and

equipment to enhance security. Promoting public events that benefit the area within the district, playing music in public places within the district, developing tourism, marketing and economic development, security, sanitation, graffiti removal, street and sidewalk cleaning, other municipal services to supplement services normally provided by the public agency within which the district is located, and any other activities that benefit businesses located within the district are some of the annual services that may be funded through a PBID.

Private Financing

Revitalization of the Boulevard Gateway and Rusch Park District of the Auburn Boulevard Specific Plan will involve significant amounts of new development, which means participation by sophisticated private developers is likely. Private developers may construct many of the public facilities that are required to serve these areas, using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing.

Funding Sources for Capital Improvements

Generally the most productive application of funding sources involves a combination of public and private sources that represents one of many components of a public-private partnership to complete a development or redevelopment project. Both the City and landowners stand to benefit from successful projects of this nature, and private dollars invested in a project can be leveraged with matching funds or other types of public financing. In addition, with future development in the specific plan area possibly occurring over decades rather than years, developers may be unwilling or unable to front the entire cost of public facilities, especially improvements that serve areas other than their own developments. A financing program that incorporates a public-private partnership approach may alleviate developer cash flow problems, allowing developers to front a portion of the public facilities and be reimbursed quickly through bond issues or other means. In some cases, it may be appropriate to simply have public financing mechanisms fund a portion of the public facilities directly so that a reimbursement is not required.

Table A.7.1 below identifies which types of funding sources are available and/or are appropriate for the various types of improvements required for Auburn Boulevard revitalization. The improvements are organized into two categories, those that relate to private property and those associated with public rights-of-way. The improvements are also listed in order, from top to bottom in the table, from those that would be required at the back of a private lot, to the sidewalk where private property generally meets public property, to the middle of a public street. The financing sources are listed from left to right, from the least local to the most local (project-specific) public financing source, with private financing listed at the end.

Table A.7.1: Potential Funding Sources For Public And Private Improvements

Item to be financed	Federal, state, and local funding	Redevelopment agency	Land-secured financing	Property-based business improvement district	Private financing
Private Property					
Soundwalls/screenwalls/trees between commercial property in specific plan and residences		X			X
Property Acquisition		X			X
New buildings/remodeling buildings (including affordable housing)	X	X			X
Facade improvements				X	X
Walkways/paseos (common areas)				X	X
New internal streets/driveways		X			X
Onsite water, sewer, electrical, gas, communications		X			X
Parking lot					
Grading/paving/stripping		X		X	X
Landscaping		X		X	X
Lights		X		X	X
Public Right-of-Way					
Sidewalk	X	X			X
Driveways/driveway consolidation	X	X			X
Street furniture		X		X	
Street lights	X			X	
Bus turnouts	X				X
Bus shelters	X				X
Landscaping/street trees	X		X	X	
Dry utilities under sidewalk: electric cable, phone, fiber optics, etc.	X				X
Curb/gutter	X	X	X		
Right-of-way acquisition	X	X	X		
Travel lanes	X	X			
Bike lanes	X	X			
Street signage	X	X			
District Identification signs		X		X	
Street paving enhancements	X	X			
Medians/turn pockets	X	X			
Median lights	X	X	X		
Median landscaping		X	X		
Crosswalks (enhancements)	X	X			
Traffic signals (relocation)	X	X			
Public (wet) utilities in street: water, sewer, drainage	X	X	X		

As Table A.7.1 indicates, private improvements may generally involve more private financing; in fact, all of the private improvements could be and often are financed privately. Public improvements may generally involve less private financing, and are often financed publicly. To ensure flexibility in the future, there are at least two sources of financing listed for each improvement. Federal, state, and local funding is applied where possible and most likely, and would not be used to fund private improvements.

Since a CFD involves a cost to the landowner in the form of an annual special tax, land-secured financing may be limited in its application. The table always includes another source of financing in addition to a CFD; likewise, a CFD is sometimes listed as a source in order to include a secondary, back-up financing mechanism. Also, a CFD would only be used to fund public improvements. A PBID also represents an extra landowner cost, so its use is limited as well. While a PBID may be used for various private improvements of limited scope, it could be used to fund certain public improvements that constitute beautification or revitalization efforts rather than items of necessity. If formed, the focus of a PBID would likely be more on ongoing services than capital improvements, so its application in the table is assumed to be limited for that reason as well.

Similar to private financing, Redevelopment Agency financing could fund virtually every item in the table, both private and public improvements. However, Agency financing will be constrained by the amount of tax increment that the project area can produce. Agency financing is listed in the table where it's required to provide a second source of funding or where it's most likely to be utilized.

Estimated Tax Increment and Sales Tax Impacts

Cursory analyses were conducted to estimate the change in property tax increment and sales tax revenue based on planned development in each of the four districts within the Auburn Boulevard Specific Plan area. Many assumptions are incorporated into the analyses, but the primary concepts include the following:

1. Small infill developments, such as those expected to occur in the Lincoln 40 district, will produce the same assessed values and retail sales per square foot that are currently being produced.
2. Larger pockets of more intense new development, such as the residential development in the Rusch Park district and the hotel development in the Boulevard Gateway district, will produce higher assessed values and retail sales per square foot than are currently being produced.
3. New development in Rusch Park and Boulevard Gateway involves the displacement of large amounts of existing commercial land uses. The assessed values and retail sales associated with displaced land uses are deducted from the assessed values and retail sales associated with new development.
4. A portion of existing land uses not assumed to be displaced is anticipated to be renovated. Renovated property is assumed to generate approximately 25% more assessed value and retail sales per square foot than existing land uses.

As noted above, a portion of the tax increment must be deposited into the agency's Low/Moderate Income Fund, while the majority of it will be deposited into the agency's discretionary Redevelopment Fund. Since the Auburn Boulevard Specific Plan incorporates residential development that could meet the needs of lower income households, the LMI Set Aside funds are included as a potential funding source. In addition, the Stock Ranch development is located within the larger redevelopment project area that includes the Auburn

Boulevard Specific Plan area, and tax increment generated by Stock Ranch may be applied to the funding needs along Auburn Boulevard. Finally, because of the project's high priority, the City intends to earmark all other available Redevelopment Agency resources toward Auburn Boulevard.

Table A.7.2 presents the results of the tax increment and sales tax analyses. The four districts are projected to create an annual stream of \$948,000 in tax increment when fully developed. Coupled with an estimated \$409,000 per year from Stock Ranch upon its completion and \$248,000 in other available Redevelopment Agency revenues (other tax increment less Agency costs), annual tax increment revenues available to address Auburn Boulevard Specific Plan funding needs amount to \$1,605,000. A total of \$48,000 in additional sales tax revenue is estimated to be collected by the City annually when the Auburn Boulevard Specific Plan area builds out. Note that Sylvan Corners and Lincoln 40 produce a positive sales tax impact with additional retail development and nominal amounts of displaced land uses, while Rusch Park and Boulevard Gateway generate a negative sales tax impact as new residential and hotel development displace existing sales tax-producing land uses.

Table A.7.2
Estimated Annual Tax Increment and Change in Annual Sales Tax Revenue

District	Tax Increment			Change in Sales Tax Revenue
	Redevelopment Fund	Low/Moderate Income Fund	Total	
Sylvan Corners	\$105,000	\$35,000	\$140,000	\$231,000
Lincoln 40	\$77,000	\$26,000	\$103,000	\$144,000
Rusch Park	\$316,000	\$105,000	\$421,000	-\$108,000
Gateway District	\$213,000	\$71,000	\$284,000	-\$219,000
<i>Subtotal</i>	<i>\$711,000</i>	<i>\$237,000</i>	<i>\$948,000</i>	<i>\$48,000</i>
Stock Ranch*	\$305,000	\$104,000	\$409,000	
Other RDA Funds*	\$186,000	\$62,000	\$248,000	
Total	\$1,202,000	\$403,000	\$1,605,000	

Tax increment generated by the Stock Ranch development, and other available Redevelopment Agency revenues, may be applied against funding needs for the Auburn Boulevard Specific Plan area.

Source: HdL Coren & Cone; City of Citrus Heights; Goodwin Consulting Group, Inc.

Tax Increment Funding and Infrastructure Costs at Buildout

Infrastructure cost estimates have been prepared for each district by applying street segment engineering estimates to applicable street lengths along Auburn Boulevard. All roadway, signal, utility undergrounding, lighting, street furniture, and on-site parking lot costs are included in the cost estimates. In fact, every cost item delineated in the public right-of-way section of Table A.7.1 is included in the cost estimates. The costs for each district are shown in Table Table A.7.3, and total \$19.4 million for all four districts.

Tax increment financing, as discussed above, could be used to fund essentially every type of improvement listed in Table A.7.1, both public and private. The bus-related and dry utility costs will likely be financed with a funding source other than tax increment revenue and, while district signage could be funded with tax increment revenue, it will more likely be funded through a PBID. Also, many of the public improvements included in the cost estimates may be financed with funding sources other than redevelopment agency funding.

Table A.7.3 also illustrates the net proceeds for infrastructure that could be generated from a tax allocation bond issue based on the tax increment revenue expected when development is completed. A bond issue will include costs of issuance and a debt service reserve fund, so the net proceeds will be less than the total amount of bonds sold. Bonds are assumed to be sold at 6.5 percent for 30 years based on 125 percent debt service coverage. Total net bond proceeds for infrastructure are estimated to be \$14.6 million including Stock Ranch and other available Redevelopment Agency resources, which is approximately \$4.8 million less than the total cost of \$19.4 million. Clearly, applying Stock Ranch tax increment revenues and other available Redevelopment Agency revenues to Auburn Boulevard will facilitate the area's ability to achieve its public improvement objectives. If taxing entities were to agree to allow statutory pass-throughs to be subordinated to bond debt service, net proceeds would be approximately 25 percent higher.

Table A.7.3
Estimated Net Bond Proceeds and Estimated Infrastructure Costs

District	Net Bond Proceeds			Estimated Costs	Net Proceeds Less Costs
	Redevelopment Fund	Low/Moderate Income Fund	Total		
Sylvan Corners	\$958,000	\$319,000	\$1,277,000	\$926,000	\$351,000
Lincoln 40	\$703,000	\$237,000	\$940,000	\$6,495,000	-\$5,555,000
Rusch Park	\$2,883,000	\$958,000	\$3,841,000	\$6,828,000	-\$2,987,000
Gateway District	\$1,944,000	\$648,000	\$2,592,000	\$5,183,000	-\$2,591,000
<i>Subtotal</i>	<i>\$6,488,000</i>	<i>\$2,162,000</i>	<i>\$8,650,000</i>	<i>\$19,432,000</i>	<i>-\$10,782,000</i>
Stock Ranch*	\$2,783,000	\$949,000	\$3,732,000		\$3,732,000
Other RDA Funds*	\$1,697,000	\$566,000	\$2,263,000		\$2,263,000
Total	\$10,968,000	\$3,677,000	\$14,645,000	\$19,432,000	-\$4,787,000

Net bond proceeds generated by the Stock Ranch development, and other available Redevelopment Agency revenues, may be applied against funding needs for the Auburn Boulevard Specific Plan area.

Source: Mark Thomas and Company, Goodwin Consulting Group, Inc.

Note that net bond proceeds generated from tax increment in one district (Sylvan Corners) exceed estimated costs, while in the other three (Lincoln 40, Rusch Park, and Boulevard Gateway) they do not. This is the nature of many redevelopment project areas, which is that some areas “contribute” to other areas so that the entire project area will be improved. Directly or indirectly, each district stands to benefit from a more improved neighboring district. However, should it be determined that insufficient revenues exist to fund desired improvements, the funding/cost discrepancies in each district may be used as a starting point to identify improvements that may need to be postponed or eliminated.

Initial Tax Increment Funding

Total tax increment revenues and net bond proceeds discussed above reflect all future development having occurred. However, tax increment will be generated, and public improvements will need to be installed, as development occurs. Therefore, it may be necessary to apply tax increment revenues on a “pay-as-you-go” basis to fund infrastructure directly, and it may be more efficient to issue a series of bonds over time to take advantage of growing tax increment at various intervals leading up to project completion. In addition, tax increment revenue collected prior to it being needed to secure bonds could be utilized for other agency needs such as commercial rehabilitation loans, affordable housing loans, and other purposes.

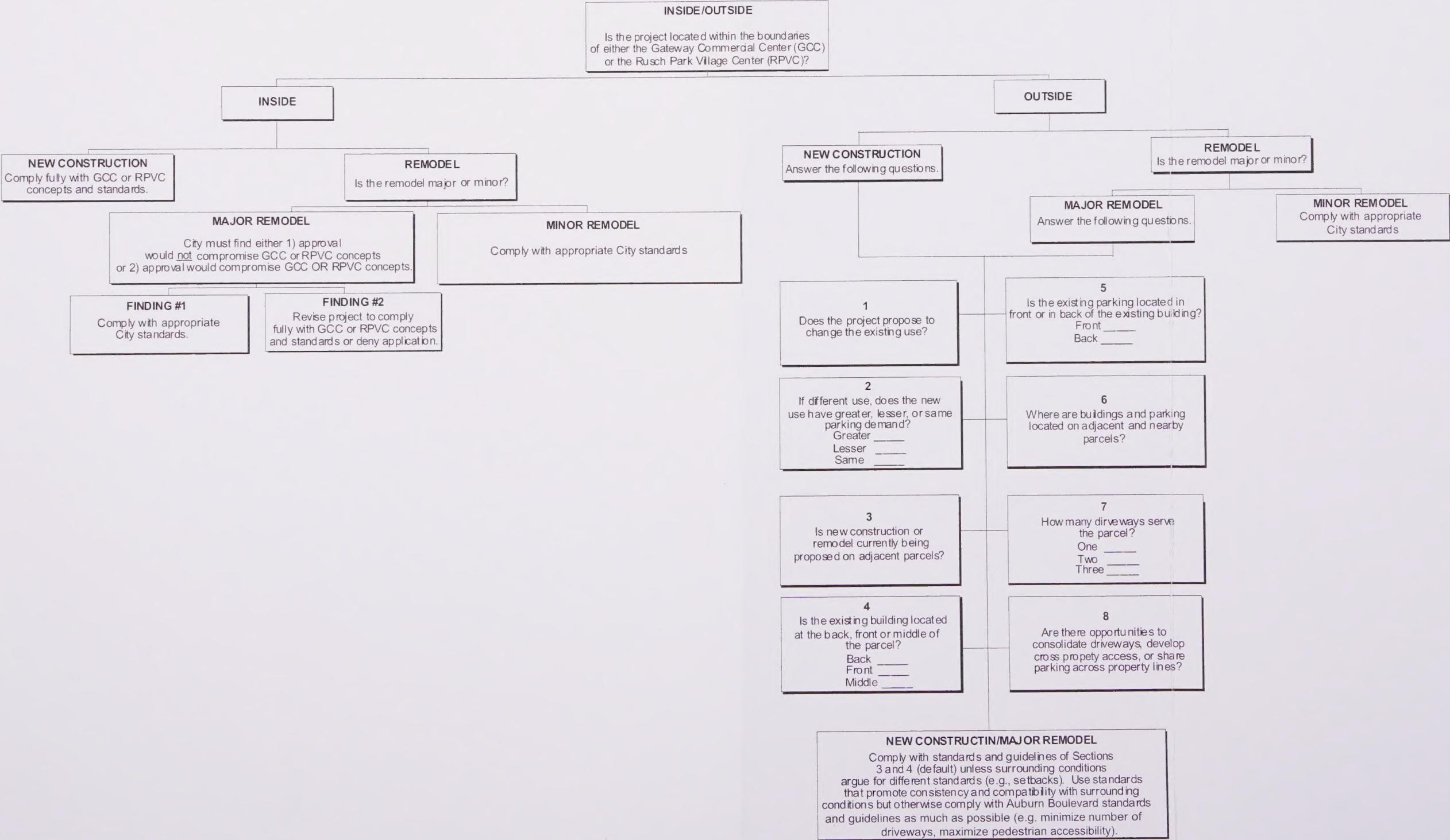
The tax increment revenues shown in Table A.7.2 and the bonding capacity shown in Table A.7.3 for Stock Ranch and other available Redevelopment Agency resources is based on projections for fiscal year 2005-06 and assumes Stock Ranch is completed. These two sources could be combined to generate approximately \$6.0 million dollars for project-related costs. Note that debt service coverage equals 20 percent of the \$657,000 total tax increment from Stock Ranch and other available Redevelopment Agency resources, or approximately \$130,000. This amount is estimated to cover annual Auburn Boulevard administrative expenses for an Agency coordinator (\$50,000), architectural assistance (\$25,000), legal assistance (\$25,000), and PBID assistance (\$30,000). However, there would be no other funding available to facilitate development projects or repay the City's loan to the Redevelopment Agency until additional tax increment is generated in later years.

Therefore, fiscal year 2004-05 net available increment could be utilized on a pay-as-you-go basis to fund smaller project-related costs in that year, and bonds issued in late 2005 based on fiscal year 2005-06 tax increment could be used to generate lump sum funding for significant project-related costs. The 2005 bond sale would be the first in a series of bond issues that could occur as development along Auburn Boulevard proceeds, and pumping \$6.0 million into Auburn Boulevard may help stimulate that development.

APPENDIX 8:
Auburn Boulevard Commercial (ABC)
Zoning District Project Review Flow Chart

FIGURE A-8-1

AUBURN BOULEVARD COMMERCIAL
ZONING DISTRICT
PROJECT REVIEW FLOW CHART



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